



TRANSPORTATION COMMITTEE

AGENDA - FINAL

Friday, April 26, 2024

9:30 AM

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

Members of the public who attend in-person can pre-register for a visitor's pass at info@cmap.illinois.gov until April 25, 2024 at 4:00 p.m. or should plan to arrive early to check-in with the building's information desk for access.

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

<https://us06web.zoom.us/j/89184656879?pwd=PsBFjpk2bC3t6RhfoTfyLLaFbPHiZX.1>

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).

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- 1.0 Call to Order and Introductions**
- 2.0 Agenda Changes and Announcements**
- 2.01 Requests for agenda changes and announcements** [24-205](#)
- 2.02 CMAP updates** [24-206](#)
ACTION REQUESTED: Information
- 3.0 Approval of Minutes**
- 3.01 Minutes from March 1, 2024** [24-210](#)
ACTION REQUESTED: Approval
Attachments: [TC\(DraftMinutes\)03-01-24](#)
- 4.0 Items for Approval**
- 4.01 FFY 2023-2028 Transportation Improvement Program (TIP) amendments and administrative modifications** [24-207](#)
PURPOSE & ACTION: TIP Amendment 24-06 was published to the eTIP web site on April 19, 2024 for committee review and public comment. A memo summarizing formal TIP amendment 24-06 and administrative amendments 24-06.1, 24-06.2 and 24-06.3 is included in the meeting materials. Staff requests approval of TIP Amendment 24-06.
ACTION REQUESTED: Approval
Attachments: [TC\(Memo\)TIP Amend24-06](#)
[Formal TIP Amendment 24-06](#)
[Administrative TIP Amendment 24-06.1](#)
[Administrative TIP Amendment 24-06.2](#)
[Administrative TIP Amendment 24-06.3](#)
- 5.0 Information Items**
- 5.01 ON TO 2050/2024-2028 TIP Conformity Analysis & TIP Amendment Memo** [24-214](#)
PURPOSE & ACTION: ON TO 2050/2024-2028 TIP Conformity Analysis and TIP Amendment 24-08 was released for public comment through May 21, 2024. A memo summarizing the conformity amendment is included in the meeting materials.
ACTION REQUESTED: Information
Attachments: [240613 conformityTCreport draft final](#)

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- 5.02 Regional Transportation Plan update** [24-200](#)
PURPOSE & ACTION: Update of CMAP's ongoing work to develop the next Regional Transportation Plan.
ACTION REQUESTED: Information
Attachments: [Regional Transportation Plan update TC memo](#)
- 5.03 I-290 Eisenhower Expressway/Blue Line Forest Park Branch (I-290/Blue Line) corridor** [24-213](#)
PURPOSE & ACTION: The Chicago Transit Authority (CTA), Illinois Department of Transportation (IDOT), and Chicago Metropolitan Agency for Planning (CMAP) are working together to create a unified vision for the I-290 Eisenhower Expressway/Blue Line Forest Park Branch (I-290/Blue Line) corridor. This partnership aims to accelerate work to improve the current operation, ongoing maintenance, and long-term investment in the multimodal transportation facilities along the corridor.
ACTION REQUESTED: Information
Attachments: [I290 Blue Line TC memo v1](#)
- 5.04 Improving coordination between local partners and IDOT for safety improvements** [24-212](#)
PURPOSE & ACTION: IDOT Staff will present on ways in which local agencies can coordinate with IDOT on projects in their community. The presentation will include a broad overview of the program and policies, typical timelines for types of projects and example projects that benefit from coordination and what project types may trigger additional planning and environmental processes. The presentation will conclude with some tips for local partners to improve project outcomes, particularly related to addressing safety.
ACTION REQUESTED: Information
Attachments: [Memo TC IDOT Coordination 26.April.2024](#)
- 5.05 Legislative update** [24-199](#)
PURPOSE & ACTION: Update on legislation related to CMAP funding and operations and an update on recent legislative activity of interest to the Transportation Committee.
ACTION REQUESTED: Information
Attachments: [TC\(Memo\)LegUpdatev2](#)
- 6.0 Other Business**
- 7.0 Public Comment**
This is an opportunity for comments from members of the audience.
- 8.0 Next Meeting**
The next meeting is scheduled for May 31, 2024
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9.0 Adjournment



TRANSPORTATION COMMITTEE

MEETING MINUTES - DRAFT

Friday, March 1, 2024

9:30 AM

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

Members of the public who attend in-person can pre-register for a visitor's pass at info@cmap.illinois.gov until Thursday, February 29, 2024 at 4:00 p.m. or should plan to arrive early to check-in with the building's information desk for access.

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

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

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

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1.0 Call to Order and Introductions

Chair Kevin Carrier called the meeting to order at 9:30 a.m. and reminded the audience that the meeting was being recorded.

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

Absent: Academic Research Representative 1, Academic Research Representative 2, and Bike/Ped TF Representative

Non-Voting: FHWA Representative

Absent (NV): FTA Representative

Jeff Sriver served as representative to CDOT; Aimee Lee served as representative to CMAP; Bob Dean served as representative to CNT; Tara Orbon (Vice Chair) served as representative to Cook Co; Leon Rockingham served as representative to CoM; Jennifer Henry served as representative to CTA; John Loper served as representative to DuPage Co; Steve Schilke served as representative to IDOT D1; Chuck Abraham served as representative to IDOT OIPI; Megan Swanson served as representative to IDOT OP&P; Jack Cruikshank served as representative to IEPA; Jackie Forbes served as representative to Kane Co; Heidi Lichtenberger served as representative to Kendall Co; Kevin Carrier (Chair) served as representative to Lake County; Drew Duffin served as representative to McHenry County; Lynnette Ciavarella served as representative to Metra; Audrey Wennink served as representative to MPC; Tom Vander Woude served as representative to NIRPC; Eric Llewellyn served as representative to Pace; Ryan Hoel served as representative for SEWRPC; Henry Guerriero served as representative to Tollway; Todd Schmidt served as representative to FHWA; Christina Kupkowski served as representative to Will Co; Kyle Whitehead served as representative to RTA.

Staff Present: Laurant Ahiablame, Erin Aleman, Lindsay Bayley, Bill Barnes, Nora Beck, John Carpenter, Teri Dixon, Kama Dobbs, Austin Edwards, Ryan Ehlke, Alex Ensign, Kate Evasic, Doug Ferguson, Elizabeth Ginsberg, Ryan Gougis, Jonathan Haadsma, Noah Harris, Kasia Hart, Evan Hay, Craig Heither, Jaemi Jackson, Leroy Kos, Tony Manno, Martin Menninger, Matt Marth, Jason Navota, Richard Norwood, Jared Patton, Stephane Phifer, Russell Pietrowiak, Julie Reschke, Elizabeth Scott, Clarke Shupe-Diggs, Mike Sobczak, Ryan Thompto, Leo Torres, Jennie Vana, Blanca Vela-Schneider, Laura Wilkison, You Zhou

Others Present: Dan Thomas, Mike Klemens, Chad Riddle, Dawn Dona, George Kandathil, Zubair Haider, Brian Larson, Joe Gallo, Dean Mantjes, Jill Ziegler, Julie Rushki, Leslie Rower, Mellissa Meyer, Daniel M., Heather Zuber, Neil James, PS Sriraj, Peter Kersten, Scott Hennings, Travis Farmer, Jennifer Hyman, Hugo Coronado, Jaque Henderson, Anthony, Tina Smith, Marie Glynn, Katie Herdus, Heather Mullins, Matt Pasquini, Joe Surdam, Garland Armstrong, Michael Vanderhoof, David Kralick, Jeffrey Yoshihara

2.0 Agenda Changes and Announcements

Chair Kevin Carrier noted that Bob Dean is stepping down as CNT Representative. He thanked him for his service on the Transportation Committee.

Cook Co. Representative Tara Orbon shared that the call for projects deadline for Invest In Cook is March 22, 2024.

RTA Representative Kyle Whitehead announced the community planning call for projects is now open.

IEPA Representative Jack Cruikshank noted that the IEPA will have electrical vehicle funding available to municipalities with a scoring preference for park and ride.

2.01 Requests for Agenda Changes

[24-078](#)

There were no requests for agenda changes.

2.02 CMAP Updates

[24-079](#)

ACTION REQUESTED: Information

Aimee Lee, Deputy of Transportation, Research, Analysis, and Programming, discussed updates including the upcoming Household Travel Survey as well as future discussion topics and initiatives including safety, climate, ADA accessibility and the next Regional Transportation Plan.

3.0 Approval of Minutes

3.01 Minutes from December 15, 2023

[24-080](#)

ACTION REQUESTED: Approval

Attachments: [DRAFT TC Minutes 12-15-23](#)

A motion was made by Council of Mayors Representative Leon Rockingham, seconded by CDOT Representative Jeff Sriver, that the December 15, 2023 committee meeting minutes be approved. The motion carried by the following vote:

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

Absent: Academic Research Representative 1, Academic Research Representative 2, and Bike/Ped TF Representative

Non-Voting: FHWA Representative

Absent (NV): FTA Representative

4.0 Items for Approval

4.01 FFY 2023-2028 Transportation Improvement Program (TIP) Amendments and Administrative Modifications

[24-082](#)

PURPOSE & ACTION: TIP Amendment 24-05 was published to the eTIP web site on February 23, 2024

for committee review and public comment. A memo summarizing formal TIP amendment 24-05 and administrative amendments 24-05.1 and 24-05.2 is included in the meeting materials. Staff requests approval of TIP Amendment 24-05.

ACTION REQUESTED: Approval

Attachments: [TC\(Memo\)TIP Amend24-05](#)
[Formal TIP Amendment 24-05](#)
[Administrative TIP Amendment 24-05.1](#)
[Administrative TIP Amendment 24-05.2](#)

Russell Pietrowiak, Senior Analyst, presented a request for the approval of TIP Amendment 24-05. A total of 65 amendments were submitted as formal TIP amendments totaling \$454.9 million. The administrative amendments included 212 projects and added a total of \$109.4 million to the TIP.

A motion was made by Cook Co. Representative Tara Orbon, seconded by DuPage Co. Representative John Loper, that the FFY 2023-2028 Transportation Improvement Program (TIP) Amendments and Administrative Modifications. The motion carried by the following vote:

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

Absent: Academic Research Representative 1, Academic Research Representative 2, and Bike/Ped TF Representative

Non-Voting: FHWA Representative

Absent (NV): FTA Representative

4.02 Proposed FY 2025 Unified Work Program (UWP)

[24-050](#)

PURPOSE & ACTION: Staff requests committee consideration and a recommendation of approval to the MPO Policy Committee for the Proposed FY 2025 Unified Work Program (UWP).

ACTION REQUESTED: Approval

Attachments: [Proposed FY2025 Unified Work Program](#)
[TC\(Memo\) Proposed FY 2025 UWP](#)

Aimee Lee, Deputy of Transportation, Research, Analysis, and Programming, reviewed and requested approval of the Proposed FY 2025 Unified Work Program (UWP). The proposed UWP program contains two main components: the core program and the competitive program. Seven agencies, including CMAP, submitted for core funding and four submitted for the competitive program. There were no public comments received.

A motion was made by IEPA Representative Jack Cruikshank, seconded by IDOT - OIPI Representative Chuck Abraham, to approve the proposed FY 2025 Unified Work Program. Motion carried with the following vote:

- Aye:** CDOT Representative, CMAP Representative, CNT Representative, CoM Representative, Cook Co Representative, CTA Representative, DuPage Co Representative, IDOT-D1 Representative, IDOT - OIPI Representative, IDOT - OP&P Representative, IEPA Representative, Kane Co Representative, Kendall Co Representative, Lake Co Representative, McHenry Co Representative, Metra Representative, MPC Representative, NIRPC Representative, Pace Representative, SEWRPC Representative, Tollway Representative, Will Co Representative, and RTA Representative
- Absent:** Academic Research Representative 1, Academic Research Representative 2, and Bike/Ped TF Representative
- Non-Voting:** FHWA Representative
- Absent (NV):** FTA Representative

5.0 Information Items

5.01 Regional Climate Action Plan

[24-086](#)

PURPOSE & ACTION: CMAP and the Metropolitan Mayors Caucus have kicked off regional climate action planning work in response to and with funding support from the USEPA Climate Pollution Reduction grant program. The work is also supported by a grant from the Department of Energy Clean Energy to Communities (C2C) program, and includes a partnership with Oak Ridge National Laboratory, the Respiratory Health Association, and ComEd. Staff will discuss components of the climate action planning process and surrounding context, including establishing a greenhouse gas performance measure.

ACTION REQUESTED: Discussion

Attachments: [TC - CAP memo 2024-3-1](#)

Nora Beck, Principal Policy Analyst Planning in Regional Policy and Implementation, presented on the Regional Climate Action Plan. Her presentation included a review of new performance measuring requirements as well as the target setting process. She engaged with committee members regarding clarifications on the data and applicable time frames.

She highlighted the US EPA's Climate Pollution Reduction Grant program objectives, provided a brief update on the CPRG program, Chicago MSA Priority Action plan and CPRG implementation. She also discussed the development of a Comprehensive Climate Action Plan (CCAP), GHG inventory and emissions by sector and the Clean Energy to Communities initiative through the National Renewable Energy Laboratory.

5.02 Regional planning approach update

[24-084](#)

PURPOSE & ACTION: Background on the structure and benefits of a new approach to fulfilling CMAP's federal and state metropolitan planning responsibilities, including the successor to ON TO 2050 and the 2026 long-range transportation plan.

ACTION REQUESTED: Information

Ryan Thompto and Elizabeth Scott, Regional Policy and Implementation Principals, provided an overview on the benefits of a new approach to fulfilling CMAP's federal and state metropolitan planning responsibilities in regards to the regional and long-range transportation plan. They engaged with the committee's questions and comments noting feedback.

5.03 The 11th Edition of the MUTCD

[24-085](#)

PURPOSE & ACTION: Dean Mentjes of the FHWA's Office of Operations will present an overview of the comment process and updated guidance included in the latest edition of the MUTCD, which was released in December of 2023. The presentation will include highlights of incorporated changes that are intended to improve safety for all road users, including bicyclists and pedestrians.

ACTION REQUESTED: Information

Dean Mentjes of the FHWA's Office of Operations presented an update on the MUTCD that was released in December, 2023.

6.0 Other Business

There was no other business.

7.0 Public Comment

Kama Dobbs, Senior Analyst, read aloud a public comment in the Zoom chat from Jeffery Yoshihara about urban highway considerations in the discussion around interstates and reducing VMT.

Garland Armstrong reminded the committee about a need for an ADA accessible public transit fire safety plan.

8.0 Next Meeting

The next meeting is scheduled for April 26, 2024

9.0 Adjournment

Chair Kevin Carrier called for a motion to adjourn the meeting.

A motion to adjourn was made by IEPA Representative Jack Cruikshank, seconded by Kane Co Representative Jackie Forbes to adjourn the meeting. The motion carried by the following vote:

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

Absent: Academic Research Representative 1, Academic Research Representative 2, and Bike/Ped TF Representative

Non-Voting: FHWA Representative

Absent (NV): FTA Representative

The meeting was adjourned at 11:15 am.

Minutes prepared by Evan Hay

MEMORANDUM

To: CMAP Transportation Committee

From: CMAP Staff

Date: April 19, 2024

Subject: Transportation Improvement Program (TIP) Amendments

Action Requested: Approval of Formal TIP Amendment 24-06

Since the committee's last meeting, project programmers submitted 121 formal amendments for Transportation Committee consideration. Additionally, 231 administrative amendments were submitted, reviewed, and accepted administratively by staff. Summary information is presented below. A list of projects and report of the full change details for each amendment are available on the Amendments tab of the [eTIP public web page](#). Staff requests committee approval of Formal Amendment 24-06.

Formal Amendment 24-06

A total of 121 formal amendments were submitted for Transportation Committee approval on amendment [24-06](#). The majority of the changes (55) were due to cost changes exceeding the thresholds for administrative approval. These changes added \$655.4 million in total cost and increased federal participation in projects by \$426.6 million. Eighteen (18) new projects added \$345.7 million in total cost, with \$276.4 million in federal participation. Cost changes made with project phases moving into or out of the active years (FFY 2024 to 2028) of the TIP on ten (10) projects added an additional \$100.8 million in total cost with \$12.2 million in additional federal participation. Two (2) projects were removed from the TIP, totaling \$7.1 million with \$6.3 million in federal funding. This cycle, a significant number of projects (36) had their Illinois Transportation Enhancement Program (ITEP) funding changed from federal (TAP-State Programmed) to state funding at the request of IDOT. These changes removed \$37.5 million in federal funds from these projects. Other cost adjustments made with these changes resulted in a total cost increase of \$7.1 million due to these projects. The overall change in total project cost within all prior, current, and future years due to this amendment is the addition of \$1.1 billion in total cost, and \$671.4 million in federal participation, as summarized below.

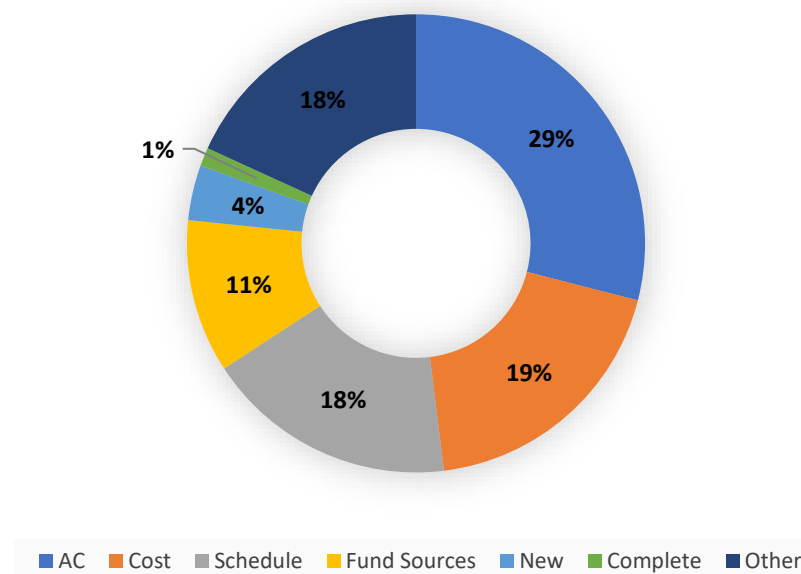
Type of change	# of projects	Change in total cost	Total cost before	Total cost after	Change in federal cost	Federal cost before	Federal cost after
Cost change	55	\$655.4	\$3,535.5	\$4,190.9	\$426.6	\$2,156.1	\$2,582.7
Fund source change (ITEP)	36	\$7.1	\$482.9	\$490.0	-\$37.5	\$228.1	\$190.6
New Project	18	\$345.7	\$0.0	\$345.7	\$276.4	\$0.0	\$276.4
Phase(s) moved into or out of TIP years	10	\$100.8	\$834.3	\$935.1	\$12.2	\$137.6	\$149.7
Delete project	2	-\$7.1	\$7.1	\$0.0	-\$6.3	\$6.3	\$0.0
Grand Total	121	\$1,101.9	\$4,859.8	\$5,961.7	\$671.4	\$2,528.0	\$3,199.5

All costs in \$ millions

Administrative Amendments 24-06.1, 24-06.2 and 24-06.3

A total of 231 Administrative Amendments were submitted, reviewed, and accepted by staff on amendments [24-06.1](#), [24-06.2](#), and [24-06.3](#). Administrative amendments include new projects that are not federally funded or have all federal funds in future years, conversion of project phases to or from Advance Construction (AC), cost changes that are below CMAP's amendment thresholds, changes to project schedules within the years of the TIP, changes to fund sources, and other miscellaneous changes that do not affect the scope, schedule, or funding of projects in a way that requires committee approval.

24-06.1, 24-06.2, & 24-06.3 Administrative Amendments - Type of Changes



The majority of the administrative changes were to convert project phases from Advance Construction (AC) status (29 projects) or to place project phases in Advance Construction (AC) status (38 projects). Financial adjustments made with these changes resulted in \$9.3 million in total cost being removed from the TIP. Cost changes were made administratively on 44 projects, adding \$69.7 million in total cost. This amendment cycle there was significant activity

to change ITEP funding from federal to state participation, as noted earlier. These changes were made administratively only for projects with funding programmed beyond the active years (FFY 2024 to 2028) of the TIP. There were also several changes made to the STP local and shared fund programming in FFY 2024 to allow the region to plan to utilize unobligated funds from prior years, while maintaining fiscal constraint at the local and regional levels. A total of 25 projects had their fund sources changed for one of these reasons. Cost adjustments made with the fund source changes resulted in the removal of \$7 million in total cost and a \$6.2 million reduction in federal participation. Nine (9) new projects added \$177.8 million in total cost, with \$140.1 million in federal participation planned for years beyond the active years (FFY 2024 to 2028) of the TIP. Three (3) projects were noted as completed with modest cost adjustments that removed less than \$300,000 from the TIP. Eighty-three (83) projects had schedule or other changes such as the addition of project IDs and updating project status information without any financial changes. The overall result of the administrative changes was the addition of \$230.9 million in total cost and \$127.0 million in additional federal participation in projects. Total cost includes all fund sources and all project phases in prior, current, and future years of the TIP. Federal cost includes only federal fund sources for all project phases in prior, current, and future years of the TIP. The type of change, number of projects affected, total project cost, and federal project cost information is shown in the table below.

Type of change	# of projects	Change in total cost	Total cost before	Total cost after	Change in federal cost	Federal cost before	Federal cost after
Phase(s) converted from AC status	29	-\$3.5	\$2,444.2	\$2,440.7	-\$8.4	\$1,851.2	\$1,842.8
Phase(s) placed in AC status	38	-\$5.8	\$594.8	\$588.9	-\$4.9	\$352.7	\$347.9
Cost change	44	\$69.7	\$809.6	\$879.3	\$6.5	\$635.6	\$642.0
Add, delete, or change fund sources	25	-\$7.0	\$441.9	\$434.9	-\$6.2	\$264.5	\$258.3
New Project	9	\$177.8	\$0.0	\$177.8	\$140.1	\$0.0	\$140.1
Complete project	3	-\$0.3	\$6.9	\$6.7	-\$0.2	\$4.6	\$4.5
Schedule change	41	\$0.0	\$639.8	\$639.8	\$0.0	\$446.8	\$446.8
Other	42	\$0.0	\$606.0	\$606.0	\$0.0	\$348.8	\$348.8
Grand Total	231	\$230.9	\$5,543.1	\$5,774.0	\$127.0	\$3,904.2	\$4,031.2

All costs in \$ millions



MEMORANDUM

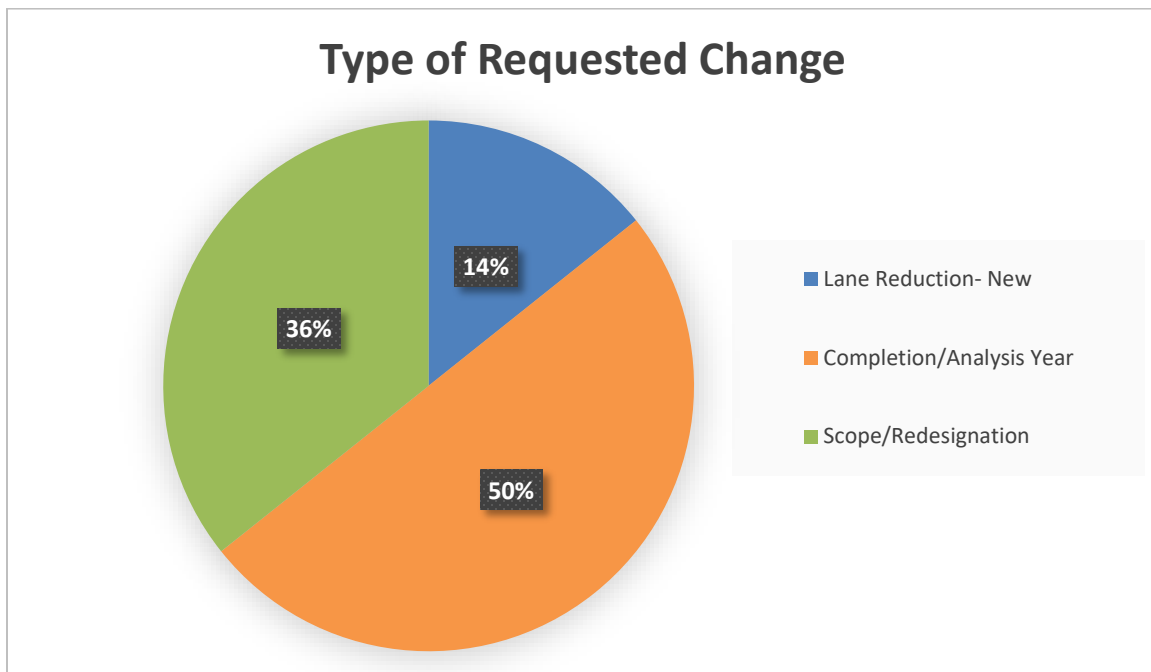
To: CMAP Transportation Committee and MPO Policy Committee

From: CMAP Staff

Date: April 26, 2024

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

In accordance with the required plan update conformity analysis policy, CMAP staff asked programmers to submit changes, additions, or deletions to projects that are currently included or are being submitted for inclusion in the FFY 2024-28 TIP/ON TO 2050 plan that are Not Exempt from air quality emissions analysis and are required to being included in the regional emissions analysis. Fourteen projects submitted TIP changes, shown on conformity amendment 24-08. These changes will be included in CMAP's regional emissions analysis. Below is a summary by type of requested changes.



If the 2024-28 TIP conformity amendment is approved, two new Not Exempt projects and twelve previously conformed projects will be included in the fiscally constrained and conformed TIP.

The Transportation Improvement Program (TIP) is required under federal regulations to be both fiscally constraint and conformed. As a Metropolitan Planning Organization (MPO) CMAP is responsible for insuring that the TIP is fiscally constrained by determining that sufficient resources will be available to construct projects shown in the TIP. Careful selection of these projects must meet the federal standard of fiscal constraint, while also helping to achieve regional goals. These types of projects are included in the conformity analysis because funding for phases beyond preliminary engineering has been identified in the TIP or within the planning horizon of ON TO 2050. Not exempt projects with only preliminary engineering funding and exempt tested projects are excluded from conformity analysis. Transportation Conformity is a requirement of the Clean Air Act section 176(c).

The newly Not Exempt projects to be conformed are:

- TIP ID [03-18-0014](#): resurfacing of Busse Highway from US 14 to Touhy Ave to remove a travel lane in each direction to accommodate the addition of on street bicycle lanes and intersection improvements.
- TIP ID [07-21-0022](#): resurfacing of Dixie Highway from Sycamore Dr to Harwood Ave to remove a travel lane in each direction to accommodate the addition of on street bicycle lanes and intersection improvements.

The previously conformed projects included in the amendment are:

- TIP ID [01-02-0020](#): road expansion on Burley Avenue from 106th St to 126th Place adding lanes and extending the road.
- TIP ID [01-17-0003](#): road diet that will reduce the number of motorized vehicle lanes on Chicago Avenue from Latrobe Ave to Kedzie Ave from four to three and install a center left turn lane with pedestrian refuge islands. The project will also include bicycle lanes and improved pedestrian safety improvements.
- TIP ID [01-94-0006](#): Red Line Extension (RLE) project to extend the Red Line from the existing terminal at 95th Street/Dan Ryan to the vicinity of 132nd Street.
- TIP ID [02-97-0006](#): road modernization on Old Orchard Road from Woods Drive to Skokie Blvd including intersection improvements, lane widening, and signal timing updates.
- TIP ID [07-94-0027](#): extension of Joe Orr Road from Stony Island Ave to Burnham Ave by constructing a new four-Lane roadway with urban cross-section and median, on a new alignment, including channelization and traffic signal installation at Glenwood-Dyer Road and Burnham Avenue.
- TIP ID [07-96-0013](#): road expansion of Joe Orr Rd Main from Burnham Ave to the IL/IN State Line, adding a new roadway.
- TIP ID [09-03-0002](#): widening of Huntley Road between Sleepy Hollow Rd to Elm Ave from two lanes to four lanes, and adding bike/ped facilities adjacent to the roadway.
- TIP ID [09-16-0013](#): road expansion of Wolfs Crossing Road from US 34 Chicago Road to Eola Road, adding new ADA infrastructure and bicycle facilities, new travel lanes, and intersection improvements including updated lighting, medians, curbs, and markings.

- TIP ID [09-22-0042](#): widening lanes on Liberty Street from Sartor Lane and County Line Road, and installing sidewalks, curbs, gutters and storm sewers. Additional resurfacing improvements will occur at the west end of the project from Crane Street to Sartor Lane.
- TIP ID [09-23-0024](#): widening of Galligan Road with continuous bi-directional turn lane and adding a shelf for a multi-use path and traffic signals at Freeman Rd and Binnie Rd.
- TIP ID [11-18-0005](#): reconstruction and widening of Randall Road from Ackman Road in Crystal Lake to Acorn Lane/Polaris Drive, including bridge replacement, adding lanes, and improve signal timing interconnects.
- TIP ID [18-14-0004](#): new station on the Rock Island line between 35th/Bronzeville and Gresham stations.

Changes to existing projects are described below.

Analysis Year changes:

The completion year indicates when a project is anticipated to be in service to users. The conformity analysis is conducted for selected analysis years between now and 2050. The analysis years are currently 2025, 2030, 2035, 2040 and 2050. If a change in completion year results in moving a project across an analysis year, that needs to be reflected in the emissions modeling. This information is captured through the conformity amendment process.

The following Not Exempt projects crossed an analysis year:

- TIP ID [01-02-0020](#): road expansion on Burley Avenue from 106th St to 126th Place adding lanes and extending the road.
- TIP ID [01-17-0003](#): road diet to reduce the number of travel lanes on Chicago Avenue from Latrobe Ave to Kedzie Ave from four to three and install a center left turn lane with pedestrian refuge islands. The project will also include bicycle lanes and improved pedestrian safety improvements.
- TIP ID [02-97-0006](#): road modernization on Old Orchard Road from Woods Drive to Skokie Blvd including intersection improvements, lane widening, and signal timing updates.
- TIP ID [07-94-0027](#): extension of Joe Orr Road from Stony Island Ave to Burnham Ave by constructing a new four-lane roadway with urban cross-section and median, on a new alignment, including channelization and traffic signal installation at Glenwood-Dyer Road and Burnham Avenue.
- TIP ID [07-96-0013](#): road expansion of Joe Orr Rd Main from Burnham Ave to the IL/IN State Line, adding a new roadway.
- TIP ID [11-18-0005](#): reconstruction and widening of Randall Road from Ackman Road in Crystal Lake to Acorn Lane/Polaris Drive, including bridge replacement, adding lanes, and improve signal timing interconnects. The speed limit will be reduced from 50 mph to 45 mph after this project.
- TIP ID [18-14-0004](#): new station on the Rock Island line between 35th/Bronzeville and Gresham stations.

Scope Changes:

The scope of a project is determined by the [work types](#) associated with the project.

- Not Exempt work types are expected to affect air quality and must be included in the conformity analysis. Examples of Not Exempt work types are adding lanes to a road, removing lanes from road, interchange expansion, a major expansion of bus route service, etc.
- Exempt Tested work types do not require an air quality conformity analysis, but the region has chosen to include the impacts of these types of projects in the travel demand model. Exempt tested projects include new commuter parking lots, road (diet) reconfiguration of lanes to improve safety, and road reconstruction with lane widening to standard widths (e.g., 10 feet to 12 feet).
- Exempt work types do not require an air quality conformity analysis. Examples of exempt work types are resurfacing, intersection improvements, and rail station modernization.

These new, formerly exempt projects are changing the scope of the project to include removing a travel lane in each direction to accommodate new on road bicycle facilities. The removal of a travel lane is a Not Exempt work type in the TIP.

- TIP ID [03-18-0014](#): resurfacing of Busse Highway to remove a travel lane in each direction to accommodate the addition of on street bicycle lanes and intersection improvements. Funds were moved from TBD status to FY 2025 with updated limits.
- TIP ID [07-21-0022](#): resurfacing of Dixie Highway to remove a travel lane in each direction to accommodate the addition of on street bicycle lanes and intersection improvements. Funds were moved from TBD status to FY 2026 with updated limits.

The scope of the project had included adding travel lanes. This is no longer the case and the add lanes work type has been removed from this project. The project will be classified as Exempt Tested based on the current work types and scope. The project will remain in the TIP and included within the model.

- TIP ID [09-22-0042](#): widening of Liberty Street had included adding lanes, but the project scope has changed and adding lanes is no longer part of the project, which will instead include the addition of bidirectional turn lanes. The add lanes work type has been removed.

The scope of the project has changed by the removal of the add lanes work type. Additionally, the locations of new traffic signals (a Not Exempt work type) was added to the TIP for this project.

- TIP ID [09-23-0024](#): Galligan Road will include continuous bi-directional turn lanes and a multi-use path and traffic signals, however, the add lanes portion of the project has been cancelled. Modeling locations for the new traffic signals have been added.

Information regarding the new stations that are part of the project was added to the TIP.

- TIP ID [01-94-0006](#): Red Line Extension (RLE) project to extend the Red Line from the existing terminal at 95th Street/Dan Ryan added the new station work type in addition to the line expansion. The 5.6-mile extension is planned to include four new, with parking lots at 103rd Street, 111th Street, Michigan Avenue, and 130th Street.

These projects had a change in plans.

- TIP ID [09-03-0002](#): Huntley Road from Sleepy Hollow Rd to Elm Ave. The limits have been changed. The limits had been Huntley Road from Randall Rd to Elm Ave. The TIP change is to reduce the limits to, Huntley Road from Sleepy Hollow Rd to Elm Ave and remove the Huntley Rd from Randall Road to Sleepy Hollow portion of the project. Huntley Rd from Sleepy Hollow Rd to Elm Ave was completed in 2021. Locations and the title of the project have been clarified for conformity analysis.
- TIP ID [09-16-0013](#): the road expansion Wolfs Crossing Road was updated to include locations for Segments 2 and 3 with revised completion years. The updates of those segments include the addition of lanes. Segment 2 includes signal interconnects and Segment 3 includes the construction of a roundabout. The changes to the target lettings, modeling information, and schedule were incorporated into the TIP.

Newly submitted changes are found in the [24-08 Conformity Amendments](#) report.

The regional travel demand model was run using the updated networks. The resultant vehicle miles traveled (VMT) by vehicle class, speed, time of day, and facility type were entered into U.S. Environmental Protection Agency's (U.S. EPA) MOVES3 model. MOVES4 has been released by U.S. EPA (88 FR 62567) and will be used in future conformity determinations as MPO's have until 9/12/2025 before they are required to use MOVES4. Updated vehicle data was also used in the emissions analysis as CMAP was able to incorporate 2022 Illinois Secretary of State vehicle registration data for the CMAP region.

Using MOVES3, model on-road emission estimates for each precursor or direct pollutant in each analysis year were produced. The MVEB for the NEIL nonattainment area for 2035 and beyond reflect federal register notice on May 20, 2022 (87 FR 30828) and is part of the 2008 ozone maintenance SIP that was approved in that noticed by U.S. EPA. The result is that the MVEB changes to 65 tons/day of VOCs and 110 tons/day of NO_x in 2035. Prior year MVEB remain unchanged. For ozone precursors volatile organic compounds (VOC) and nitrogen oxides (NO_x), the resulting mobile source emissions estimates fell below the motor vehicle emissions budgets for ozone as shown in the table below. The emission analysis shown below demonstrates that 2024-2028 TIP and the ON TO 2050 plan conform to the Motor Vehicle Emissions Budget for volatile organic compounds (VOC) and nitrogen oxides (NO_x) as required.

VOC and NOx Emissions in Tons per Summer Day for Ozone Conformity

Year	Volatile Organic Compounds		Nitrogen Oxides	
	Northeastern Illinois	SIP Budget	Northeastern Illinois	SIP Budget
2025	44.99	60.13	126.32	150.27
2030	39.04	60.13	97.91	150.27
2035	35.07	65.00	88.72	110.00
2040	31.71	65.00	87.62	110.00
2050	29.75	65.00	93.66	110.00

Conformity is demonstrated by comparison of analysis year emissions to the SIP budgets

Notes:

Off-model benefits are not included in the total emissions estimates

Results updated as of April 2024

Direct PM_{2.5} and NOx Emissions in Tons per Year for PM_{2.5} (Informational Only)

Year	Fine Particulate Matter		Nitrogen Oxides	
	Northeastern Illinois	Historical SIP Budget	Northeastern Illinois	Historical SIP Budget
2025	1,516.91	5,100.00	42,579.86	127,951.00
2030	1,194.57	2,377.00	32,871.87	44,224.00
2035	1,037.65	2,377.00	29,463.01	44,224.00
2040	1,027.80	2,377.00	29,037.55	44,224.00
2050	1,069.54	2,377.00	30,675.91	44,224.00

Greenhouse Gas Mobile Source Emissions (Informational Only)

CO ₂ Equivalent in Tons per Year	
Year	Northeastern Illinois
2025	35,902,658.46
2030	33,676,313.21
2035	32,765,570.60
2040	32,870,119.57
2050	34,089,081.57

ACTION REQUESTED: Approval of the ON TO 2050/2024-2028 TIP Conformity Analysis & TIP Amendment 24-08 by the MPO Policy Committee.



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

MEMORANDUM

To: CMAP Transportation Committee
From: CMAP Staff
Date: April 19, 2024
Subject: Regional Transportation Plan update
Action Requested: Information

CMAP has initiated the development of the next Regional Transportation Plan (RTP) for northeastern Illinois. The RTP serves as a long-range transportation plan for the region, outlining transportation goals, objectives, strategies and investment priorities that guide transportation decision-making and funding allocation within the region. In accordance with federal rules, the RTP must identify how the metropolitan area will manage and operate a multimodal surface transportation system - including transit, highway, bicycle, pedestrian, and accessible transportation - to achieve regional goals.

Building on the success of ON TO 2050

The development of the RTP will build on the goals, objectives, and strategies provided in the region’s current comprehensive plan, ON TO 2050. The mobility chapter includes three broad goals for the region’s transportation system:

- A modern multimodal system that adapts to changing travel demand
- A system that works better for everyone
- Making transformative investments

To achieve these goals, the mobility chapter includes recommendations and numerous strategies to achieve them. Recommendations include:

- Harness technology to improve travel and anticipate future impacts
- Make transit more competitive
- Maintain the region's status as North America's freight hub
- Leverage the transportation network to promote inclusive growth
- Improve travel safety
- Improve resilience of the transportation network to weather events and climate change
- Fully fund the region's transportation system
- Enhance the region’s approach to transportation programming

CMAP staff will use these goals, recommendations and strategies as a starting point to facilitate a regional dialogue on the development of the next RTP.

Federal requirements

The development of the RTP is governed by federal transportation regulations which require metropolitan planning organizations (MPOs), such as CMAP, to develop and update the RTP in coordination with state and local transportation agencies, as well as stakeholders and the public. The RTP is required to cover a planning horizon of 20 years or more and must be updated every four years. To achieve this, the next RTP will maintain a 2050 horizon year and be adopted by October 2026.

The development of the RTP must be grounded in performance-based planning principles. CMAP is required to establish performance measures and targets related to various aspects of transportation performance, such as safety, congestion, air quality, and asset management. These measures and targets should align with goals and objectives established through the planning process and serve as benchmarks for evaluating the effectiveness and efficiency of transportation investments and informing the decision-making processes.

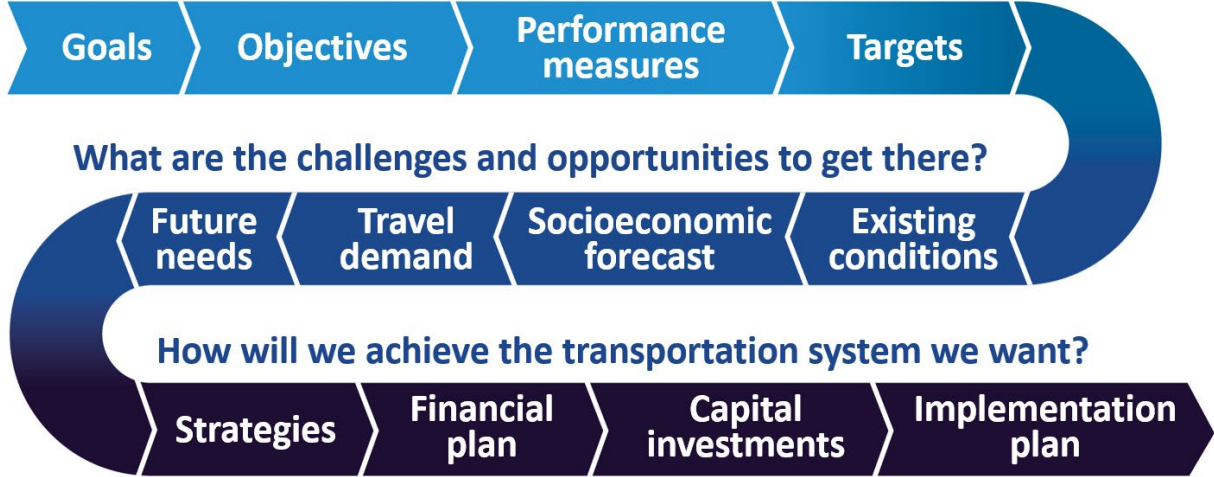
CMAP is required to coordinate closely with state and local transportation agencies, as well as with other transportation partners in the development of the RTP. This coordination ensures alignment with state and local transportation plans, policies, and priorities, and facilitates the integration of transportation planning efforts across jurisdictional boundaries. Federal regulations also emphasize the importance of public involvement in the transportation planning process. CMAP is required to engage stakeholders, including the public, local governments, transit agencies, environmental organizations, and other regional partners, throughout the development of the RTP. This helps ensure that the final plan is transparent, inclusive, and responsive to community needs and priorities.

The regional transportation planning process

Development of the RTP is a multi-year effort that requires comprehensive research, analysis, policy development, stakeholder coordination, and targeted public outreach. The process to develop the regional transportation plan can be summarized by three questions:

- What is the future transportation system we want?
- What are the challenges and opportunities to get there?
- How will we achieve the future transportation system we want?

What is the future transportation system we want?



What is the future transportation system we want?

In the initial phases of developing the RTP, the focus is on establishing clear goals and objectives that will guide the planning process. These goals and objectives are derived from input from stakeholders, including the public, local governments, transportation agencies, and other regional partners. The goals set the overarching long-term vision for the transportation system within the metropolitan area, while the objectives provide specific, measurable outcomes that contribute to achieving those goals. For example, goals may include enhancing mobility, improving safety, improving air quality and fostering economic development, while objectives could entail improving travel time reliability, increasing transit ridership, and enhancing pedestrian and cyclist safety.

Federal regulations mandate that CMAP adopt a performance-based approach to transportation planning. This requires the establishment of performance measures and targets to assess the effectiveness and efficiency of transportation investments and programs. Performance measures encompass a wide range of metrics related to established goals and objectives. Targets are specific with quantifiable goals set for each performance measure, reflecting desired outcomes and progress towards achieving broader transportation goals. For instance, performance measures related to safety may include the number of fatalities and serious injuries, while targets may aim to reduce these numbers by a certain percentage over the twenty-five-year planning horizon.

Setting performance measures and targets ensure that the RTP development process is grounded in data-driven decision-making and accountability. By establishing clear benchmarks for measuring progress and outcomes, CMAP can prioritize investments and allocate resources more effectively to address the most pressing transportation challenges within the region. Moreover, performance-based planning enables CMAP to communicate the impact of transportation investments to decision-makers, stakeholders and the public, fostering transparency and trust in the regional planning process.

What are the challenges and opportunities to get there?

Simultaneous to the goals and objective setting phases of work, CMAP staff will conduct a comprehensive assessment of the current state of transportation infrastructure, services, and travel patterns within the metropolitan area. This existing conditions and future needs phase of work involves analyzing existing roadway networks, public transit systems, bike and pedestrian facilities, freight corridors, and other transportation assets to identify strengths, weaknesses, and areas for improvement. Additionally, CMAP staff will gather data on travel behavior, including commuting patterns, trip lengths, mode choices, and congestion levels, to better understand how people and goods move within the region. By examining existing conditions, CMAP can identify transportation challenges and opportunities that need to be addressed in the development of the RTP.

Work is currently underway to develop a regional socioeconomic forecast to project future population, employment, and land use trends within the metropolitan area. This forecasting process relies on demographic data, economic indicators, and land use models to estimate future growth and development patterns. By anticipating changes in population distribution, employment centers, and land use densities, CMAP can predict shifts in travel demand and spatial mobility patterns over the planning horizon. This forward-looking analysis is essential for identifying future transportation needs and guiding infrastructure investments that can accommodate projected growth while promoting equity, resilience, and fiscal and environmental sustainability.

In addition to the socioeconomic forecast, travel demand modeling plays a critical role in the existing conditions and future needs phase by simulating future transportation demand based on various assumptions. These models incorporate data on population growth, land use changes, economic activity, transportation networks, and travel behavior to forecast future traffic volumes, congestion levels, and modal shares. By analyzing the results of travel demand modeling, CMAP can identify potential congestion hotspots, assess the need for mobility improvements, evaluate the effectiveness of alternative transportation strategies, and prioritize investments that align with regional goals and objectives. Overall, the existing conditions and future needs phase provides the empirical foundation for informed decision-making in the development of the RTP.

How will we achieve the future transportation system we want?

This phase of the RTP development process is a critical stage where CMAP and its partners formulate strategies to address identified transportation challenges and capitalize on opportunities within northeastern Illinois. This phase involves synthesizing data, analysis, and stakeholder input gathered in previous phases to develop a comprehensive set of transportation strategies that align with the overarching goals and objectives of the RTP. These strategies encompass a wide range of interventions aimed at achieving regional goals.

Integral to the strategy development phase is the formulation of a financial plan that forecasts reasonably anticipated revenues and expenditure allocations to support the implementation of transportation projects and programs identified in the plan. The financial plan involves collaboration with funding partners, including federal, state, and local governments, as well as

consideration of innovative financing mechanisms and public-private partnerships. By aligning anticipated revenues with proposed expenditures, the financial plan ensures fiscal constraint and provides assurance that the RTP is financially feasible and sustainable over the planning horizon. Additionally, the financial plan helps identify any funding gaps that need to be addressed and explores strategies to leverage available resources to achieve desired transportation outcomes.

Furthermore, the strategy development phase encompasses the evaluation and prioritization of regionally significant projects. Regionally significant projects (RSPs) are capital investments in the region's expressways, transit system, and arterials with impacts and benefits that are large enough to warrant additional discussion through the regional planning process. The federal government requires regional planning agencies to demonstrate fiscal constraint by showing that sufficient resources will be available to construct projects recommended in the plan. based on their alignment with regional goals, technical feasibility, cost-effectiveness, project readiness and potential benefits. CMAP plays a crucial role in vetting projects and ensuring that limited transportation funding is directed towards projects that provide the greatest regional benefit and address the most pressing transportation needs within the region.

The process begins by revisiting the existing RSP policies and procedures, including the definition and thresholds for RSPs. The RSP definition and thresholds establish what types of projects warrant regional analysis and consideration through the regional transportation planning process. Once the RSP definition and thresholds are established, candidate RSPs are solicited through a call for projects. Following the call for projects, CMAP staff analyzes potential impacts on the regional transportation system and surrounding communities and evaluates projects for alignment with regional goals and objectives. The information gathered is then synthesized to develop an initial prioritized list of regionally significant projects, taking into account available revenues identified in the financial plan to ensure fiscal constraint. Subsequently, CMAP staff will engage with the CMAP Transportation Committee to develop a recommended prioritized list of RSPs that are presented to the CMAP Board and MPO Policy Committee for consideration and final approval as part of the adoption of the regional transportation plan. This process also involves collaboration with stakeholders, including transportation agencies, local governments, advocacy groups, and the public, to ensure transparency, accountability, and inclusivity in decision-making. By selecting projects that offer the highest return on investment and align with the regional goals, the region can maximize the impact of transportation investments and advance the overall objectives of the plan.

The strategy development phase culminates in the development of an implementation plan which serves as a roadmap for translating the long-range goals and strategic priorities outlined in the plan into tangible actions and projects that will be implemented over a specified timeframe. The implementation plan serves as a mechanism for coordinating various policy and planning initiatives to ensure the realization of the plan's objectives. This collaborative approach involves federal, state, and local transportation agencies, transit operators, regional planning organizations, local governments, and other entities working together to advance transportation priorities and achieve regional goals and objectives.

Next steps

The next steps in the development of the RTP involve initiating key phases of the planning process. CMAP has commenced background research for the goals and objectives phase. Simultaneously, staff has begun the existing conditions and future needs phase, conducting a comprehensive analysis of the current state of transportation infrastructure, services, and travel patterns within the metropolitan area. This phase also involves forecasting future population, employment, and land use trends to anticipate future transportation needs and challenges.

Furthermore, CMAP is actively engaged in working with regional partners to evaluate and potentially update regionally significant project (RSP) policies and procedures. This collaborative effort is assessing the need to update policies and procedures related to the evaluation of potential impacts of transportation investments and prioritization of projects for funding. Additionally, we are forecasting transportation revenues to inform the financial planning process, ensuring that anticipated funding sources align with the costs of proposed transportation projects and programs. Moreover, efforts are underway to procure a team of consultants who will provide technical expertise and support in the development of the RTP.

Finally, CMAP is coordinating with state and federal partners to align planning efforts, while also developing a comprehensive public outreach strategy to engage stakeholders and solicit input from the community throughout the planning process. These concerted efforts underscore CMAP's commitment to developing a robust and inclusive RTP that addresses the region's evolving transportation needs and aspirations.

###

MEMORANDUM

To: Transportation Committee

From: CMAP Staff

Date: 04/19/2024

Subject: I-290 Eisenhower Expressway/Blue Line Forest Park Branch (I-290/Blue Line) corridor

Action Requested: Information

The Chicago Transit Authority (CTA), Illinois Department of Transportation (IDOT), and Chicago Metropolitan Agency for Planning (CMAP) are working together to create a unified vision for the I-290 Eisenhower Expressway/Blue Line Forest Park Branch (I-290/Blue Line) corridor. This partnership aims to accelerate work to improve the current operation, ongoing maintenance, and long-term investment in the multimodal transportation facilities along the corridor.

Existing conditions and challenges

The I-290/Blue Line corridor is a critical corridor that enables the mobility of residents throughout the region and supports economic activity through the movement of goods. Despite the importance of the corridor, the highway and transit facilities are deteriorating and leading to traffic safety concerns, significant congestion, flooding risks, and pedestrian and transit accessibility issues. Given these challenges, both IDOT and CTA have active and near-term projects to improve existing conditions. IDOT's projects include addressing roadway conditions and improving drainage systems, while CTA is completing trackwork upgrades and improving train station accessibility. However, due to the length and multimodal nature of the corridor, coordinating and financing near-term improvements continues to be a challenge.

Joint Statement of Understanding

The complexities and challenges along the corridor prompted this new partnership between the CTA, IDOT, and CMAP, which was formalized through a Joint Statement of Understanding (JSOU) signed in December 2023. The JSOU outlines the importance of creating and implementing a unified vision for work along the corridor, in addition to identifying principles that address infrastructure deficiencies, improve mobility, and enhance safety and accessibility, among others. To help develop and implement the vision, the JSOU created a governance structure for the stakeholders.

Corridor development office

The JSOU also includes a commitment to jointly fund a corridor development office (CDO). CMAP is leading the procurement process, and representatives from CTA, IDOT, and CMAP will serve as evaluators. The CDO will provide critical strategic support to advance progress along the corridor. Responsibilities for the CDO include long-term corridor program visioning, coordinating and sequencing projects, developing funding plans, supporting coordination with federal partners, tracking progress, and strategic communications and messaging.

USDOT local technical assistance workshop

CMAP hosted a local technical assistance workshop facilitated by the USDOT's Build America Bureau to continue to build momentum and address barriers to progress along the corridor. Attendees included the core project partners (CTA, IDOT, CMAP), local partners (Regional Transportation Authority, Chicago Department of Transportation, Cook County Department of Transportation and Highways), and federal partners (Federal Transit Administration, Federal Highway Administration), among others. The workshop discussed the need to align federal National Environmental Policy Act (NEPA) processes, opportunities to advance long-term visioning for the corridor, and alternative financing strategies. The workshop concluded with an executive briefing that shared recent milestones and takeaways from the workshop with key stakeholders and elected officials.



MEMORANDUM

To: Transportation Committee

From: CMAP Staff

Date: April 19, 2024

Subject: Improving coordination between local partners and IDOT for safety improvements.

Action Requested: Information

CMAP's safety program, the Safe Travel for All Roadmap (STAR), has generated significant interest and engagement among members of this Committee and in-progress safety work funded by the Safe Streets for All federal grant program is an opportunity to identify challenges in safety planning and generate discussion to inform solutions.

One of the challenges in addressing traffic safety is the complexity of roadway jurisdiction and inter-agency coordination. Strong partnerships between IDOT, County, and local partners can improve project outcomes, but it requires clear understanding of jurisdictional roles, responsibilities, and timelines.

The objective of this presentation is to provide the broader policy and programmatic context for interjurisdictional coordination and include some examples of types of projects that benefitted from careful coordination, as well as some background on project types that require additional planning and environmental processes.

MEMORANDUM

To: Transportation Committee

From: CMAP Staff

Date: April 19, 2024

Subject: State legislative updates

Action Requested: Information

The Illinois General Assembly is back in session following a brief recess at the end of March. The next deadlines ahead for lawmakers is for a third reading on substantive bills on Friday, April 12th for the Senate and Friday, April 19th for the House. Next, the House and Senate will focus on the opposite chamber's bills.

Below, please find an update on key bills and legislative activity of interest. This information is up to date as of April 11th, 2024.

SB3388/HB5077: RPA Appropriation Bill

These bills would appropriate \$5M to CMAP to carry out the regional planning objectives identified in the Regional Planning Act. The majority of CMAP's funding is from USDOT, which is primarily able to support the agency's transportation work. Other projects that are not directly transportation related require external funding sources, such as state and federal grants, and philanthropic resources. CMAP is seeking this state appropriation to advance the breadth of work reflected in the Regional Planning Act.

SB3388 has been assigned to Senate Appropriations - Public Safety and Infrastructure and HB5077 has been assigned to Appropriations-General Services Committee. CMAP's Intergovernmental Affairs team has been working to get subject matter hearings for these bills.

SB3389/HB5078: RPA Modernization Bill

SB3389 and HB5078 would modernize several elements of the Regional Planning Act, CMAP's enabling statute. Primarily, this bill would allow for a simple majority of Board members in office to approve certain operational items—contracts (except contracts pertaining to the employment of the Executive Director), grants, purchase agreements, and meeting minutes. All other items would continue to require concurrence of 4/5 of the Board members in office. This would allow for more timely decision making by the CMAP Board and ensure consistent flow to resources to support the agency's programs, policies, and projects. The bill makes other revisions to modernize the Regional Planning Act.

At the time of this writing, SB3389 is on third reading in the Senate and HB5078 is on second reading in the House.

OMA legislative activity

CMAP has prepared draft legislative language that would provide the CMAP Board and its committees with the flexibility to allow for members to participate virtually and be counted toward quorum. The language and a legislative strategy are currently under discussion with the Illinois Municipal League, who has been pursuing other OMA legislative changes.

Select transportation bills of interest

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

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

Transportation Safety

[HB3530 HA1](#) – VEH CD-CHANGE TO SPEED LIMIT (Rep. Buckner)

Description: Amends the Illinois Vehicle Code. Provides that, on and after October 1, 2023, the default speed limit is 20 (instead of 30) miles per hour within an urban district, and 10 (instead of 15) miles per hour in an alley within an urban district. Provides that a county, municipality, or township with speed enforcement authority may only issue warnings for violations during the first 60 days after enactment. HA1 removes the requirement for the Secretary of State to communicate this change by September 1, 2023 to every licensed driver in the state.

Status: Placed on House Calendar 2nd Reading on 3/20/2024

[HB4451 HA1](#) – VEH CD-SPEED CAMERA REVENUE (Rep. Andrade, Jr.)

Description: Establishes that a municipality that operates an automated speed enforcement system shall set aside 10% of the net proceeds from each system that generates more than \$500,000 in revenue for the school or park in the safety zone in which the automated speed enforcement system is located. Provides that the set aside proceeds may be allocated for any purpose designated by the school district or park district.

Status: Placed on House Calendar 3rd Reading on 4/10/2024

[SB3309 SA1](#) – VEH CD-BIKE TRAIL SIGNS (Sen. Simmons)

Description: Requires the authority having maintenance jurisdiction over a publicly owned paved bicycle trail in the State to erect permanent regulatory or warning signage be posted 150 feet in advance of a crossing alerting pedestrians or cyclists of highway crossings unless the intersection where the trail crosses the highway is controlled by an official traffic control device or sign (now, the signage is required regardless of whether the intersection is controlled by an official traffic control device or sign).

Status: Placed on Senate Calendar Order of 3rd Reading on 3/20/24

[HB5145](#) – **EV CHARGER GRANT ACT** (Rep. Evans, Jr.)

Description: Creates the Electric Vehicle Charger Grant Act. Provides that any State agency that disburses grant funds for electric vehicle charging stations must include provisions in the criteria for awarding grant funds that encourage the use of equity eligible contractors by the grantees. Provides that the provisions shall include, but not be limited to, additional points to those grantees who commit to exclusively using equity eligible contractors, a portion of the grant funds devoted exclusively for equity eligible contractors, and inclusion of aspirational goals for all grantees to use equity eligible contractors.

Status: Placed on House Calendar 2nd Reading on 3/14/24

Transit and Bike/Ped

[HB4489](#) – **BIKE/PEDESTRIAN PATH FUNDING** (Rep. Ness)

Description: Provides that the Department of Transportation shall establish and solely fund bicycle and pedestrian ways in conjunction with the construction, reconstruction, or other change of any State transportation facility in or within one mile of an urban area (rather than in or within one mile of a municipality with a population of over 1,000 people). Allows a county (in addition to a municipality) to opt out of bicycle and pedestrian way construction by passing a resolution stating that a bicycle or pedestrian way does not fit within its development plan.

Status: Assigned to House Appropriations-Public Safety Committee on 3/20/24

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

Description: Amends the Regional Transportation Authority Act. Provides that, by December 31, 2025, RTA, CTA, Metra, and Pace shall create a program to provide free rides to persons earning under 138% of the U.S. Department of Health and Human Services' poverty guidelines.

Status: Assigned to Senate Appropriations – Public Safety and Infrastructure on 1/31/24

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

Description: Amends the Bikeway Act. Provides that a municipality or county may prepare a bicycle transportation plan. Specifies the information that must be included in the plan.

Status: Placed on Senate Calendar Order of 3rd Reading on 4/10/24

Transportation Infrastructure and Funding

[HB5100](#) – **UNSOLICITED PROPOSALS** (Rep. Hoffman)

Description: Provides that nothing in specified provisions concerning prohibited bidders shall prohibit a person or business from submitting an unsolicited proposal under the Public-Private Partnership for Transportation Act.

Status: Placed on House Calendar 2nd Reading on 3/7/24

[HB5515](#) – **REVENUE-MOTOR FUEL** (Rep. Rita)

Description: Amends the Motor Fuel Tax Law. Provides that the tax imposed on receivers of motor fuel applies until January 1, 2040 (currently, January 1, 2025). Amends the Environmental Impact Fee Law. Extends the repeal of the Environmental Impact Fee Law until January 1, 2040.

Status: Assigned to House Revenue – Sales, Amusement and Other Taxes Subcommittee

[SB1767 SA1](#) – **CARGO TRANSPORTATION TAX** (Sen. Ventura)

Description: Creates the Cargo Transportation Tax Act. Provides that a tax is imposed upon each retailer that transports by common carrier tangible personal property into the State from a point outside of the State. Provides that the tax is imposed based on the gross weight of the commercial motor vehicle. Provides that proceeds from the tax imposed by the Act shall be deposited into the Cargo Transportation Tax Fund, a special fund created in the State treasury. Provides that moneys in the Fund shall be used by the Department of Transportation for road projects in areas of the State that receive heightened levels of traffic as a result of the transportation of tangible personal property.

Status: Assigned to House Revenue – Sales, Amusement and Other Taxes Subcommittee

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

Description: Creates the Accessible Electric Vehicle Charging Station Act. Requires the Department of Transportation to ensure that charging stations in the State are sufficiently accessible to allow independent use by drivers with disabilities, including people who have limited or no hand dexterity, limb differences, or upper extremity amputations and use adaptive driving controls. Requires chargers designed to serve people who use mobility devices to be located on an accessible route. SA2 adds language providing that the Attorney General shall have the authority to enforce the Act and that the Attorney General may investigate any complaint or reported violation of the Act and, if necessary, to ensure compliance. SA3 provides that the Act does not apply to a charger owned by a resident of a single-family home, a condominium association, a common interest community association, a master association, or a residential housing cooperative if the charger is not used for a commercial purpose.

Status: Placed on Senate Calendar Order of 3rd Reading on 3/14/24