

## MPO POLICY COMMITTEE

### AGENDA - FINAL

Thursday, January 12, 2023

9:30 AM

Please join from your computer, tablet or smartphone.

<https://us06web.zoom.us/j/89888814630>

Meeting ID: 898 8881 4630

One tap mobile  
+13126266799,,89888814630# US (Chicago)

- 1.0 Call to Order and Introductions
- 2.0 Agenda Changes and Announcements
- 3.0 Approval of Minutes
  - 3.01 MPO Policy Committee meeting minutes from October 12, 2022 [23-031](#)  
ACTION REQUESTED: Approval  
**Attachments:** [MPO 10.12.22 Minutes](#)
- 4.0 Updates
  - 4.01 Executive Director's report [23-029](#)  
ACTION REQUESTED: Information  
**Attachments:** [2023 IJA Priority Projects for Northeastern Illinois](#)
  - 4.02 CMAP Board report [23-035](#)  
ACTION REQUESTED: Information
- 5.0 Other Items for Approval
  - 5.01 ON TO 2050/2023-2027 TIP Conformity Analysis & TIP Amendment Memo [22-588](#)  
PURPOSE & ACTION: ON TO 2050/2023-2027 TIP Conformity Analysis & TIP Amendment 23-04 was released for committee review and public comment, and approved by the Transportation Committee. A memo summarizing the conformity amendment is included in the meeting materials.  
ACTION REQUESTED: Approval  
**Attachments:** [ON TO 2050 2023-2027 TIP Conformity Memo](#)

**5.02 Roadway Safety Performance Targets for 2023** [22-590](#)

Under federal law, State departments of transportation and MPOs are required to establish quantitative highway safety performance targets on an annual basis and use a set of performance measures to track progress toward the long-term goal of eliminating traffic related fatalities and serious injuries on all public roads. Request approval of the recommended 2023 targets and support for IDOT's 2023 Highway safety targets.

ACTION REQUESTED: Approval

**Attachments:** [Board MPO SafetyTargets 2023](#)

**5.03 Reappointment of a second year for the Chair and Vice-Chair of the CMAP Transportation Committee** [23-040](#)

PURPOSE & ACTION: The memorandum of understanding between the CMAP Board and MPO Policy Committee states that the Policy Committee will appoint the chair and vice-chair of the Transportation Committee. Request the reappointment of a second year for Jessica Hector-Hsu (RTA) as Chair and the reappointment of Kevin Carrier (Lake County Division of Transportation) as Vice-Chair of the Transportation Committee in 2023.

ACTION REQUESTED: Approval

**6.0 Information Items****6.01 MPO Policy Committee June meeting is scheduled for June 8, 2023** [23-041](#)

PURPOSE & ACTION: The MPO Policy Committee typically meets the second Thursday on prescribed months. A scrivener's error on the October 12, 2022 MPO Policy Committee agenda reflected that the MPO's June meeting is scheduled for June 15, 2023. To maintain consistency in meeting dates, the MPO's June meeting has been corrected to June 8, 2023, the second Thursday of the month.

ACTION REQUESTED: Information

**Attachments:** [2023 Revised Schedule](#)

**6.02 2023 Federal and State Advocacy Agenda** [23-027](#)

PURPOSE & ACTION: Presentation of the 2023 Federal and State Advocacy Agenda.

ACTION REQUESTED: Information

**Attachments:** [CMAP AdvocacyAgenda FINAL](#)

**6.03 Plan of Action for Regional Transit (PART) report update** [23-002](#)

PURPOSE: Update of CMAP's ongoing work to develop a transit system report, the Plan of Action for Regional Transit (PART), required by the Illinois General Assembly. Presentation on work completed since the joint October meeting and overview of expected activities over the next couple of months.

ACTION REQUESTED: Information

**6.04 FY2024 CMAP Budget process** [23-045](#)

ACTION REQUESTED: Informational

**Attachments:** [Final Budget Memo FY24](#)

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

This is an opportunity for comments from members of the audience. The amount of time available to speak will be at the chair's discretion. It should be noted that the public comment period will immediately follow the last item on the agenda.

**9.0 Next Meeting**

The next meeting is scheduled for Thursday, March 9, 2023

**10.0 Adjournment**

**MPO POLICY COMMITTEE****MEETING MINUTES - FINAL**

Wednesday, October 12, 2022

9:30 AM

The meeting will be held in-person at the Chicago Union Station - Burlington Room or you can join from your computer, tablet or smartphone.

**Join Zoom Meeting**<https://us06web.zoom.us/j/83554862584?pwd=aldKb0E4MjNTbFBBRE5PMGtKaW1Gdz09>**Meeting ID: 835 5486 2584****Passcode: 162541****One tap mobile****+13092053325,,83554862584#,,,,\*162541# US****+13126266799,,83554862584#,,,,\*162541# US (Chicago)****1.0 Call to Order and Introductions**

CMAP Board Chair Pro-Tem Carolyn Schofield called the CMAP Board meeting to order at 9:36 a.m.

(Members Karen Darch, Jim Healy, John Noak, and Nancy Rotering attended the meeting electronically, as permitted by the Governor's disaster declaration.)

Present: Frank Beal, Matthew Brolley, Karen Darch, Paul Goodrich, Jim Healy, Nina Idemudia, John Noak, Richard Reinbold, Nancy Rotering, Carolyn Schofield, Stefan Schaffer, Anne Sheahan, Matthew Walsh, and Diane Williams

Absent: Gerald Bennett

Non-Voting: Kouros Mohammadian, and Leanne Redden

MPO Policy Committee Chair Pro-Tem Redden called the meeting of the MPO Policy Committee to order at 9:36 a.m.

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

**Absent:** Tollway Representative

**Non-Voting:** FHWA Representative, and FTA Representative

**Absent (NV):** Class I Railroads Representative

Michael Vanderhoof served as IDOT Representative; Kevin O'Malley served as CDOT Representative; Frank Beal served as CMAP Representative 1; Matt Brolley served as CMAP Representative 2; Michael Connelly served as CTA Representative; Jesse Elam, followed by Sis Killen, served as Cook Co



Representative; Jeff Schielke served as CoM Representative; Chris Snyder served as DuPage Co Representative; David Snyder served as FHWA Representative; Tony Greep served as FTA Representative; Tom Rickert served as Kane Co Representative; Scott Gryder served as Kendall Co Representative; Kevin Carrier served as Lake Co Representative; Peter Austen served as McHenry Co Representative; David Kralik served as Metra Representative; Richard Kwasneski served as Pace Representative; Leanne Redden served as RTA Representative; Jennifer Bertino-Tarrant served as Will Co Representative.

(Members Chris Snyder, Tony Greep, Jesse Elam, Kevin Carrier, Jeffrey Schielke, and Michael Vanderhoof attended the meeting electronically as permitted by the Governor's disaster declaration.)

Staff present: Laurent Ahiablame, Erin Aleman, Bill Barnes, Victoria Barrett, Nora Beck, Michael Brown, Jonathan Burch, John Carpenter, David Clark, Stephen DiBenedetto, Kama Dobbs, Phoebe Downey, Ryan Ehlke, Austen Edwards, Doug Ferguson, Michael Fricano, Elizabeth Ginsberg, Kasia Hart, Craig Heither, Tricia Hyland, Michael Kray, Natalie Kuriata, Jen Maddux, Tony Manno, Linda Mastandrea, Alexis McAdams, Amy McEwan, Timothy McMahan, Evan Means, Nikolas Merten, Jason Navota, Stephane Phifer, Russell Pietrowski, Katie Piotrowska, Julie Reschke, Todd Schmidt, Elizabeth Scott, Sarah Stolpe, Ryan Thompto, Leo Torres, Jennie Vana, Blanca Vela-Schneider, Mary Weber, Piotr Wietrzak, Laura Wilkison, and Alonzo Zammaron

Others present: Garland Armstrong, Antonio Benecchi, Jason Biernat, Elaine Bottomley, Alaina Bridges. Leonard B Cannata, Anthony Cefali, Eric Czarnota, Jon Paul Diipla, John Donovan, Jackie Forbes, Lindsey Frey, Hunter Gillaspie, Chris Hatt, Scott Hennings, William Kelly, Peter Kersten, Leatha King, Mike Klemens, Jon-Paul Kohler Steve Laffrey, Jeremy LaMarche, Heidi Lichtenberger, Kyle Lucas, Rohan Mascarenhas, Brittany Matyas, Melinda Metzger, Heather Mullins, Elaine Nekritz, May Ortiz, Ed Paesel, Jada Porter, David Powe, Manny Ramos, Leslie Rauer, Marc Rogers, Melissa Silverberg Meyer, Gordon Smith, Joe Surdam, Tina F Smith, Vicky Smith, David Tomzik, Sam Vaghani, Freddy Vasquez, Jazmin Vega, and Kyle Whitehead

## 2.0 Agenda Changes and Announcements

CMAP Board Chair Pro-Tem Schofield thanked Amtrak for hosting CMAP's joint meeting of the CMAP Board and MPO Policy Committee at the historic Chicago Union Station.

Director Aleman congratulated Dave Bennett on his recent retirement as the executive director of Metropolitan Mayors Caucus (MMC) and welcomed Neil C James who was appointed the new executive director of MMC.

MPO Policy Committee Chair Pro-Tem Redden announced Cassandra Rouse who will serve as the MPO representative for the Illinois Tollway. She announced that this will be the last meeting for Kendall County Chair and MPO Representative Scott Gryder.

## 3.0 Approval of Minutes

### 3.01 CMAP Board minutes from September 14, 2022

[22-459](#)

**Attachments:** [CMAP Board 9.14.22 Minutes - Final](#)

*CMAP Board*

*A motion was made by CMAP Board Member Richard Reinbold, seconded by CMAP Board Member Frank Beal, to approve the September 14, 2022 Board meeting minutes. The motion carried by the*

*following vote:*

*Aye: Frank Beal, Matthew Brolley, Karen Darch, Paul Goodrich, Jim Healy, Nina Idemudia, John Noak, Richard Reinbold, Carolyn Schofield, Stefan Schaffer, Anne Sheahan and Diane Williams*

*Absent: Gerald Bennett*

*Abstain: Nancy Rotering*

*Non-Voting: Kouros Mohammadian and Leanne Redden*

*Not Present: Matthew Walsh*

### **3.02 MPO Policy Committee minutes from June 9, 2022.**

[22-460](#)

**Attachments:** [MPO Policy Committee 6.9.22 Minutes - Final](#)

*MPO Policy Committee*

*A motion was made by MPO Policy Committee CTA Representative Michael Connelly, seconded by MPO Policy Committee CDOT Representative Kevin O'Malley, to approve the June 9, 2022 MPO Policy Committee meeting minutes. 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, Kane Co Representative, Lake Co Representative, McHenry Co Representative, Metra Representative, Pace Representative, RTA Representative and Will Co Representative

**Absent:** Tollway Representative

**Non-Voting:** FHWA Representative and FTA Representative

**Not Present:** Kendall Co Representative

**Absent (NV):** Class I Railroads Representative

## **4.0 Updates**

### **4.01 Executive Director's report**

[22-466](#)

Erin Aleman, Executive Director, thanked Amtrak for hosting CMAP's Board and MPO Policy Committee joint meeting. Director Aleman's report included efforts by the Transportation, Regional Economy and Climate Committees to help CMAP focus its work to reach key milestones of CMAP's long-range comprehensive plan. The Transportation Committee focused on learning more about the Infrastructure Investment and Jobs Act (IIJA) and its funding opportunities, collaborating with other municipalities and transit agencies to develop consensus driven regionally significant projects (RSPs). *Executive Director Aleman's report was received and filed.*

### **4.02 CMAP Board report**

[22-467](#)

Erin Aleman, Executive Director, reported that at the Board's June and September meetings, the ON TO 2050 Plan Update and Mobility Recovery were reviewed and discussed. September was the Board's first in-person meeting in more than two years held at the Old Post Office. An update of the Regional Economy Committee, which included the committee's annual report, was submitted to the Board.

*The CMAP Board report was received and filed.*

#### **4.03 Council of Mayors' report**

[22-468](#)

MPO Policy Committee CoM Representative Jeffrey Schielke delivered the Council of Mayors Executive Committee report. At its July 19, 2022 the Council of Mayors Executive Committee received updates from CMAP's executive director, the STP Project Selection Committee, and IDOT Bureau of Local Roads and an overview of the mobility recovery work was provided and draft recommendations were discussed. A presentation of the regional greenhouse gas emissions inventory and related local emissions summaries was delivered and updates were given from CMAP's Local Government Network and Legislative Affairs teams.

At the September 13, 2022 meeting, the Council of Mayors Executive Committee received updates from CMAP, the STP Project Selection Committee and the IDOT Bureau of Local Roads. A presentation was given on CMAP's Making It Better Plan, a plan to assist municipalities across the region improve accessibility and comply with Title II of the Americans with Disabilities Act (ADA). The RTA discussed their Strategic Plan 2023 agenda and CMAP's Legislative Affairs team discussed the need to update CMAP's federal and state focuses to align with core areas and leverage opportunities available through the Infrastructure Investment and Jobs Act.

*The Council of Mayors' report was received and filed.*

#### **5.0 Other Items for Approval**

##### **5.01 Election of MPO Policy Committee Vice Chair**

[22-461](#)

**Attachments:** [Election of Vice Chair - MPO Policy Committee 8.29.22](#)

At the request of Erin Aleman, Executive Director, this item was tabled until later in the meeting.

##### **5.02 Approval of the MPO Policy Committee meeting schedule for 2023**

[22-473](#)

**Attachments:** [2023 MPO Policy Meeting Schedule](#)

*MPO Policy Committee*

*A motion was made by MPO Policy Committee PACE Representative Richard Kwasneski, seconded by MPO Policy Committee Metra Representative David Kralik, to approve the 2023 meeting schedule for the 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, Kane Co Representative, Lake Co Representative, McHenry Co Representative, Metra Representative, Pace Representative, RTA Representative and Will Co Representative

**Absent:** Tollway Representative

**Non-Voting:** FHWA Representative and FTA Representative

**Not Present:** Kendall Co Representative

**Absent (NV):** Class I Railroads Representative

## 5.03 ON TO 2050 Plan Update

[22-451](#)

**Attachments:** [ON TO 2050 Plan Update adoption Memo](#)  
[ONTO2050 Update Summary and Appendices](#)

Elizabeth Scott, Principal in Regional Policy and Implementation, provided an overview of the ON TO 2050 Plan Update. She reviewed the key milestones of putting together the update. Transportation expenditures over the next 28 years are estimated at \$520 billion of which 89% will be used for maintenance of existing infrastructure and the remaining 11 % is split between system enhancements and expansion. The 71 Regionally Significant Projects (RSPs) cover the breadth of the region.

(MPO Policy Committee Cook Co Representative Jennifer Sis Killen and MPO Policy Committee Kendall Co Representative Scott Gryder arrived.)

More than 500 public comments were submitted related to the ON TO 2050 Plan Update including concerns on roadway expansions, transportation safety and accessibility, prioritization of public resources to promote active transit, and the need for farmland preservation.

Discussion ensued regarding how to manage land use for freight and to preserve agriculture, reducing greenhouse gases, and extending public transit.

### CMAP Board

A motion was made by CMAP Board Member Karen Darch, seconded by CMAP Board Member Matthew Walsh, that the ON TO 2050 Plan Update be approved. The motion carried by the following vote:

**Aye:** Frank Beal, Matthew Brolley, Karen Darch, Paul Goodrich, Jim Healy, Nina Idemudia, John Noak, Richard Reinbold, Nancy Rotering, Carolyn Schofield, Stefan Schaffer, Anne Sheahan, Matthew Walsh and Diane Williams

**Absent:** Gerald Bennett

**Non-Voting:** Kouros Mohammadian and Leanne Redden

### MPO Policy Committee

*A motion was made by MPO Policy Committee CoM Representative Jeff Schielke, seconded by MPO Policy Committee Kendall Co Representative Scott Gryder, to approve the 2023 meeting schedule for the 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, Kane Co Representative, Kendall Co Representative, Lake Co Representative, McHenry Co Representative, Metra Representative, Pace Representative, RTA Representative and Will Co Representative

**Absent:** Tollway Representative

**Non-Voting:** FHWA Representative and FTA Representative

**Absent (NV):** Class I Railroads Representative

**5.01 Election of MPO Policy Committee Vice Chair**[22-461](#)**Attachments:** [Election of Vice Chair - MPO Policy Committee 8.29.22](#)

CoM Representative Jeffrey Schielke reported that the MPO Policy Subcommittee recommends Jennifer "Sis" Killen for the office of Vice-Chair of the MPO POLICY Committee for the calendar year 2023. On behalf of the MPO Policy Committee, he thanked Leanne Redden for her service as Vice-Chair of the MPO Policy Committee during the last two years.

*MPO Policy Committee*

*A motion was made by MPO Policy Committee CoM Representative Jeff Schielke, seconded by MPO Policy Committee RTA Representative and Chair Pro-Tem Leanne Redden, to approve Jennifer "Sis" Killen as the Vice-Chair of the MPO Policy Committee for 2023. 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, Kane Co Representative, Kendall Co Representative, Lake Co Representative, McHenry Co Representative, Metra Representative, Pace Representative, RTA Representative and Will Co Representative

**Absent:** Tollway Representative

**Non-Voting:** FHWA Representative and FTA Representative

**Absent (NV):** Class I Railroads Representative

**Approval of the Group Vote**

*A motion was made by MPO Policy Committee CTA Representative Michael Connelly, seconded by MPO Policy Committee CDOT Representative Kevin O'Malley, to approve agenda items 5.04 and 5.05 under the Consent Agenda. 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, Kane Co Representative, Kendall Co Representative, Lake Co Representative, McHenry Co Representative, Metra Representative, Pace Representative, RTA Representative and Will Co Representative

**Absent:** Tollway Representative

**Non-Voting:** FHWA Representative and FTA Representative

**Absent (NV):** Class I Railroads Representative

**5.04 Approval of FFY 2023-28 Transportation Improvement Program (TIP)**[22-476](#)**Attachments:** [2023-28 TIP Document Final Draft](#)

Kama Dobbs, Senior Analyst in the Transportation Division, presented the TIP Document, the foundation for Regionally Significant Projects (RSPs). This document describes how CMAP conducts its metropolitan planning and programming process in the region, serves as a tool for collaboration between government agencies, and is a way for the public to trace the use of local, state, and federal transportation funds in our region.

This document reflects the progress toward meeting CMAP's performance targets and reflects changes to the RSPs that were updated in the ON TO 2050 Plan Update. The document

includes updates to the resources available to the region which have significantly changed from the FFY 2019 - 2024 TIP due to both Rebuild Illinois and the Infrastructure Investment and Jobs Act. Technical updates are also reflected in the document that show the evolution of the project selection methodologies and the eTIP database functionality along with the work types and funds sources within the TIP. Kama reported the TIP document was available for public review and comment from June 10 through August 13, 2022 and no comments were received.

*The agenda item was approved.*

**5.05 ON TO 2050 Plan Update/FFY 2023-2028 TIP Conformity Determination Supplemental**

[22-477](#)

**Attachments:** [TC \(Memo\) Conformity Supplement](#)

Russell Pietrowiak, Senior Analyst in Transportation Division, presented the ON TO 2050 Plan Update/FFY 2023-2028 TIP Conformity Analysis for MPO Policy Committee consideration. CMAP is in a non-attainment area for ozone and must demonstrate that the ON TO 2050 Plan Update and the TIP document conform to the motor vehicle emissions budget for our area. The regional emissions analysis of transportation projects in the TIP include new regionally significant projects (RSPs) in the ON TO 2050 Plan Update, and uses the latest planning assumptions and socio-economic forecasts that are incorporated in the ON TO 2050 Plan Update. The memo includes information on changes to RSPs that necessitated redoing the benefits analysis and conformity and updated truck information.

*The agenda item was approved.*

**5.06 FFY 2023-2027 Surface Transportation Program (STP) Local Programs in the Transportation Improvement Program (TIP)**

[22-419](#)

**Attachments:** [MPO\(Memo\)TIP Amend STP-L 23-02series](#)

Kama Dobbs, Senior Analyst in Transportation Division, reported that each of the 11 subregional councils of mayors and CDOT held individual call for projects to be funded in FFY 2023-2027 with their local allocations of STP funds. In response to these calls, over 114 local agencies requested about \$670 million from the councils and CDOT considered 43 projects requesting more than \$976 million. Project applications were scored according to each subregions' methodology and the resulting program of projects were available for public comment during the summer.

The final council and CDOT programs allocated approximately \$471 million in federal STP funding during the next five fiscal years for 216 new locally sponsored projects in addition to the many projects continuing from the prior programming cycle. Approximately three-quarters of the new projects are for road and bridge maintenance and modernization, but few are stand alone street resurfacing projects. Local programs are investing more in projects to improve safety including enhancing and repairing the bicycle and pedestrian networks, increasing accessibility for all through ADA improvements, and incorporating green infrastructure to address the vulnerability of our transportation system.

The memo in the agenda packet incorporates the programs into the series of TIP changes.



*MPO Policy Committee*

*A motion was made by CMAP Representative 2 Matt Brolley, seconded by MPO Policy Committee CTA Representative Michael Connelly, to approve the FFY 2023-2027 STP Local Programs in the TIP. 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, Kane Co Representative, Kendall Co Representative, Lake Co Representative, McHenry Co Representative, Metra Representative, Pace Representative, RTA Representative and Will Co Representative
- Absent:** Tollway Representative
- Non-Voting:** FHWA Representative and FTA Representative
- Absent (NV):** Class I Railroads Representative

**6.0 Information Items****6.01 Presentation of RTA's draft 2023 Regional Transit Strategic Plan**[22-469](#)

**Attachments:** [Working Groups](#)  
[Action and Advocacy](#)

Leanne Redden, MPO Policy Chair Pro-Tem and RTA Executive Director, reported that transit has been providing significant life-line services for the region's most vulnerable travelers. The RTA has been working to stabilize funding for the transit system and during the pandemic, the RTA led a three-step recovery effort that allocated more than \$3 billion of federal COVID Relief Funding, to CTA, Metra, and Pace.

This year, a milestone of 1 million trips were being made on daily basis for the transit system's recovery but the pandemic has left a indelible effect on transit and how transit systems operate throughout the region. Many of the large transit agencies are experiencing similar scenarios and are working to adapt and modify their funding gap and operations.

A \$730 million transit budget deficit is possible by 2026 due to escalated expenses caused by inflation, materials, and labor as well as reduced ridership. The transit budget model is too reliant on fares and there is a need to find stable funding sources. The Finance teams from the RTA and CMAP have been working together for months on a 10-year financial plan that will inform the strategic plan.

Jessica Hector Hsu, Director of Planning at RTA, reviewed the 2023 Regional Transit Strategic Plan. The RTA has been intentional in seeking stakeholder and public engagement throughout its process. The 2023 Agenda for advocacy and action was presented. Next steps include providing input via today's discussion, public survey, or through a follow-up meeting; opening the draft strategic plan for public comment in December, and considering the final plan for adoption by the RTA Board in February 2023.

Discussion ensued regarding the collaborative process to develop this plan and several CMAP Board and MPO Members expressed their support of the RTA Regional Transit Strategic Plan.

*The RTA draft 2023 Regional Transit Strategic Plan was received and filed.*

## 6.02 Mobility recovery update and development of the transit system report

[22-456](#)

**Attachments:** [Mobility Recovery and the ILGA report October 2022](#)

Erin Aleman, CMAP Executive Director, presented on the mobility recovery and ILGA transit report. The goal of the Mobility Recovery project was to think about what the region will look like in the next 5 to 10 years and how it will respond to achieve the goals of the ON TO 2050 Plan, a plan that looks different than it did when it was adopted in 2018.

The working group reviewed policies from around the world, analyzed what changed due to COVID in employment and housing, considered where, when and how people travel, and used CMAP's travel models to understand what the impacts of those changes are and will be as the region continues to recover. Throughout the process, small, large and community work groups were engaged and helped to develop a list of recommendations. Through the Infrastructure Investment and Jobs Act and collaboration around mobility recovery, our region can make progress on long-term goals and advance solutions to the challenges facing our region. Recommendations include funding and improving transit; making transit safe, active, and sustainable; and balancing the benefits and impacts of e-commerce and freight activity. The work being done on the mobility recovery project helps ensure people are getting to where they need to be faster, reliably, and affordably while creating access to opportunity, education, jobs, and other necessities.

The next phase of work includes public and stakeholder engagement through steering committees, surveys, focus groups, and other activities to be determined, and through discussion at the CMAP Board, MPO Policy, and working committees. The report is due in early 2024.

Discussion ensued.

*The mobility recovery update was received and filed.*

## 6.03 US DOT Planning Certification Review of the Chicago Illinois TMA

[22-293](#)

John Donovan, Federal Highway Authority, presented the findings of the US DOT Planning Certification Review. Every four years, the US DOT is required to certify the planning process. The region has done a lot of work to position itself for success in recovering from the pandemic and addressing the budget shortfall. It has spent a lot of time refocusing and reprioritizing efforts to provide a safe system approach to the roadway challenges.

A few of the recommendations being made by the FHWA and Federal Transit authority is for CMAP to reassess its safety recommendations, put together a strategy for ADA transition planning, and encourage state and regional coordination to identify the needs and projects for freight.

*The US DOT Planning Certification Review update was received and filed.*

## 7.0 Other Business

MPO Policy Committee Kendall Co Representative and Kane County Chair Scott Gryder commended CMAP for their work and contributions to improve the lives of the people in the region through their efforts in transit, sustainability, and climate. Erin Aleman, Executive Director, thanked Scott Gryder for his service on the MPO Policy Committee and as Chair of Kendall County, and wished him the best as he moves on to pursue other endeavors.



## 8.0 Public Comment

Garland Armstrong, Iowa resident, commended CMAP for their efforts to improve safety. He asked if there have been any improvements to Tinley Park's sidewalk improvements. Staff will follow up with him.

Sam Vaghani, Legacy LEED AP US Green Building Council, offered comment on the ON TO 2050 Plan Update. He recommended a synergistic involvement with the municipalities of the greater Chicagoland area and more LEED certified green building policies as well as a commitment for the LEEDS for Cities and Community Program.

Kyle Lucas commented on the ON TO 2050 Plan. He indicated that the ON TO 2050 Plan will expand roadways by 300 miles which he feels is contradictory to CMAP's stance on climate action and moving people to mass transit and creating walkable communities. He recommended increasing transit funding while decreasing road funding to achieve climate goals and to address the needs of the vulnerable.

Kwami asked what the goal is to increase transit service on the RTA Regional Strategic Plan. Chair Pro-Tem Leanne Redden, and RTA Representative, requested Kwami leave contact info so that the RTA can reach out to him to discuss his concerns.

## 9.0 Next Meeting

The next meeting CMAP Board meeting is scheduled for Wednesday, November 9, 2022.

The next MPO Policy Committee is scheduled for Thursday, January 12, 2023.

## 10.0 Adjournment

CMAP Board

A motion was made by CMAP Board Member Matthew Walsh, seconded by CMAP Board Member John Noak, to adjourn the CMAP Board meeting. The CMAP Board meeting was adjourned at 11:50 a.m.

*MPO Policy Committee*

*A motion was made by MPO Policy Committee Metra Representative David Kralik, seconded by MPO Policy Committee RTA Representative and Chair Pro-Tem Leanne Redden, to adjourn the meeting. The MPO Policy Committee meeting was adjourned at 11:50 a.m.*

Minutes prepared by Blanca Vela-Schneider

Northeastern Illinois Infrastructure Initiative

# INVEST HERE



AND

# INVEST EVERYWHERE

January 2023



# MESSAGE FROM THE CHICAGO METROPOLITAN AGENCY FOR PLANNING

The Infrastructure Investment and Jobs Act (IIJA) creates a transformational opportunity to strengthen northeastern Illinois' transportation system, which has a far-reaching impact on the economic strength and resiliency of Illinois, the Midwest, and the nation.

Investing in northeastern Illinois is an investment everywhere. Our region is the third largest U.S. metropolitan area strategically located at the center of the country and the global economy. It's the nation's hub for freight and goods movement, home to big business and industry with major highways, O'Hare and Midway International Airports, a world-class port on Lake Michigan, and more.

This report reflects the highest-priority projects across the region. It is supported by the State of Illinois, the City of Chicago, the seven counties, RTA, CTA, Metra, Pace, and the CREATE program.

Our region is speaking with one voice. Transportation partners worked together to prioritize and achieve consensus around big, bold, sustainable solutions to our region's transportation challenges. In fact, these projects align with the core principles that guide IIJA and our region — inclusive growth, resilience, and prioritized investment.

For example, our proposed Mega projects to modernize I-290 Blue Line corridor and Chicago's Union Station, along with Metra lines that serve commuters throughout our region, embody the goals of IIJA. As nationally significant projects with multi-jurisdictional support from nearly a dozen agencies, these multimodal projects will go a long way to connect and strengthen communities here and well beyond our borders.

For these reasons and so much more, we believe this region delivers distinctiveness not found in any other market. With support from IIJA, we are ready to rebuild and reimagine our infrastructure so that it is equitable, sustainable, resilient, accessible, and safer for our nearly 8.6 million residents.

Sincerely,



**Erin Aleman**  
Executive Director of CMAP



**Mayor Gerald R. Bennett**  
CMAP Board Chair and Palos Hills Mayor



## BIG, BOLD, MEGA TRANSPORTATION PROJECTS

### Northeastern Illinois Infrastructure Initiative

1 region with **7 counties** and **8.6M** people

**1** regional transportation voice

**17** transportation agencies' participation in IIJA regional collaborative process

**5** convenings in 2022

#### 1 goal:

Working together with a shared vision of prioritized investment, we can foster more competitive applications that result in more dollars granted and more shovel-ready projects, yielding a stronger, more equitable, and resilient region

#### 3 key objectives:

1. Identify and align priority projects
2. Analyze and prioritize projects
3. Achieve consensus on list of priority projects and programmatic priorities

**1 list** of priority projects

**24** transformational investments that will grow the regional and national economies, and make our transportation system safer and more resilient



Chicago Hub Improvement Program Announcement - July 7, 2022

### Chicago Hub Improvement Program (CHIP)

This [multi-state supported project](#) includes three major components: Chicago Union Station (CUS) Enhancements, Chicago Area Infrastructure Improvements, and Chicago-Detroit Infrastructure Improvements. This project will provide significant economic benefits across the Midwest as the key to increasing passenger rail service to more than 160 communities, and to connecting O'Hare Airport (4th busiest in the world) to McCormick Place, which sees 3 million visitors annually from across the world. It aims to transform high-speed regional and intercity passenger rail service, connect job centers, reduce our carbon footprint, and more:

- Expand service in the Midwest boosting local economies
- Deliver faster and more reliable service
- Improve rider accessibility and the customer experience for both Amtrak and Metra riders
- Modernize the nearly century-old CUS to provide code-compliant, accessible platforms
- Improve safety and yield environmental benefits from fewer vehicles on roads
- Promote equity, social justice, and environmental justice

### I-290 - Blue Line Modernization

This first-of-its kind multimodal corridor is a [priority project](#) for the region given the many economic, safety, and mobility benefits:

- Fully reconstruct 1958-era track, reduce vehicular congestion, and improve person throughput in the corridor
- Fully accessible transit stations
- Grow the economy and jobs (+19,000 construction-related jobs)
- Grow prosperity and inclusion in traditionally economically disconnected areas.
- Improve resilience and environmental justice

### CREATE Program (75th Street Corridor)

The largest project in the [Chicago Region Environmental and Transportation Efficiency \(CREATE\) Program](#) provides regional and national economic and environmental benefits:

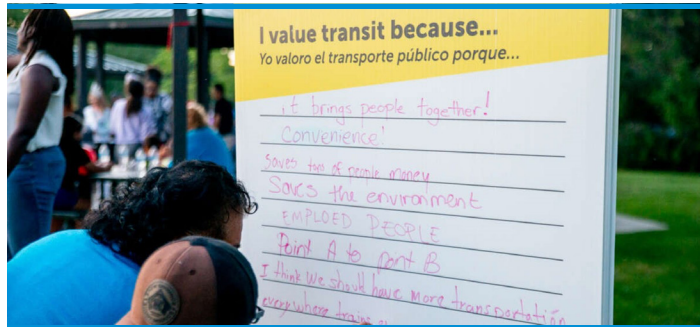
- Increase passenger and freight rail efficiencies, improve service performance, and improve safety and traffic delays
- Advance national goals of supporting the country's supply chain, enhancing passenger rail service, and directly benefiting Justice40 communities along the corridor
- Eliminate the most congested rail chokepoint in the Chicago terminal — Belt Junction — where 30 Metra and 90 freight trains cross paths each day

#### Target IIJA opportunities

- Multimodal Discretionary Grant Program (Mega and INFRA)



# THE REGION RIDES ON TRANSIT



## Transit is the Answer

The region's transit systems continued to be a lifeline for more than 250,000 daily riders during the worst of the pandemic. While many continued to ride, many other people stopped riding transit or rode less frequently, which meant that fewer fares were collected. The region's transit agencies — Chicago Transit Authority, Metra, and Pace — are bracing for an expected budget shortfall of \$730 million by 2026. The Regional Transit Authority's [Transit is the Answer](#) and CMAP's Plan of Action for Regional Transit will develop comprehensive solutions that can sustain the future of transportation and strengthen the second largest transit system in the country.



## Investing in accessibility for an inclusive and thriving region

The All Stations Accessibility Program (ASAP) can provide needed funding to invest in our region's legacy rail system by upgrading stations and meeting or exceeding Americans with Disabilities Act (ADA) standards. CTA and Metra are committed to making the region's rail system 100 percent ADA accessible. This funding will support the CTA's [ASAP](#), a blueprint for making the remaining rail stations fully accessible over the next two decades. While the Metra Station Accessibility Plan (MSAP) is currently being drafted, the agency's 2023-2027 Capital Program will make 11 of the system's 57 stations - that are currently not accessible - fully accessible.

### Target IIJA opportunity

- All Station Accessibility Program (ASAP)



## Red Line Extension (RLE)

The proposed Chicago Transit Authority's (CTA) [Red Line Extension](#) project would extend the line 5.6 miles from the existing terminal at 95th/Dan Ryan to 130th Street and add four new fully-accessible stations delivering benefits to Chicago, Cook County and the entire region. RLE will connect more than 100,000 residents to 25,000 additional jobs within a 45-minute commute. Over the life of the project, RLE is estimated to deliver more than 3,200 jobs annually, nearly \$2 billion in pay to workers on the project, and more than \$5 billion in total business output to Cook County.

- Advance equity and federal Justice40 goals by expanding affordable rapid transit to historically underserved communities
- Promote economic opportunity through connections to jobs, educational opportunities, housing, and other services, as well as economic development on the City's Far South Side
- Improve air quality, reduce greenhouse gas emissions, and provide multi-modal connections at stations to bus, bike, pedestrian, and park and ride facilities

### Target IIJA opportunity

- Capital Investment Grant Program (New Starts)



## Investing in bus priority improvements to keep our region moving

IIJA provides opportunities such as FTA's Capital Investment Grants Program to support the region's bus rapid transit (BRT) efforts.

- Pace's [Bus on Shoulder](#) program continues to expand with routes on I-55, I-94, and I-90; I-55 ridership is up more than 700 percent since the program launched and on-time performance is up 20 percent.
- As part of the Driving Innovation strategic vision plan, Pace has committed to expanding its [Pulse network](#) of arterial bus rapid transit that provides fast, frequent, and reliable bus service in heavily traveled corridors of Chicagoland.
- The [Bus Priority Zone program](#) is a partnership between CTA and CDOT that targets pinch points along major bus routes to speed up "bus slow zones," which are often caused by traffic congestion, insufficient space for bus boarding, or a major intersection that creates a bottleneck. CTA and CDOT will continue to identify targeted corridors for bus priority investments in the [Better Streets for Buses plan](#) – a comprehensive, citywide plan for bus priority streets in Chicago.

### Pace Pulse Halsted Line

The South Halsted Pulse Line project is a collaboration between Pace and CTA that provides bus-focused enhancements along South Halsted between the CTA 79th St Red Line Station and the Pace Harvey Transportation Center. Future improvements include Pulse Halsted Line stations every half mile between 95th St and 154th St, as well as sections of dedicated bus lanes, queue jumps, transit signal priority and local stop improvements throughout the corridor.

### Pace I-294 Passenger Facilities Improvements

The Tri-State (I-294) Tollway is a north-south roadway in the Chicago region, providing access to major employment centers and O'Hare International Airport. In 2016, the Illinois Tollway initiated its Central Tri-State (I-294) Project, which includes a 22-mile segment carrying the heaviest volume of passenger and freight traffic and twice the amount of congestion delays compared to the entire Tollway system. The Regional Transportation Authority (RTA) and Pace identified ways that Pace buses can capitalize on roadway improvements being constructed by the Illinois Tollway and support future Bus on Shoulder services along I-294 connecting riders from Harvey to O'Hare Airport, promoting regional coordination, equity and bus-rapid-transit.

### Target IIJA opportunities for Northeastern Illinois

- Capital Investment Grants Program
- Rebuilding American Infrastructure with Sustainability and Equity (RAISE)



## Investing in and greening the region's public transportation

Home to one of the first transit agencies in the country to operate electric buses in all seasons, our region is a leader in advancing green infrastructure. With grant assistance from the Federal Transit Administration, we are prioritizing these investments.

- CTA and Pace already have committed to zero-emissions fleets by 2040.
- CTA's [Charging Forward Plan](#) is electrifying and converting its fleet – one of the nation's largest bus systems with nearly 1,900 buses and more than 120 routes plus seven bus garages.
- Pace's [Driving Innovation Plan](#) provides the framework and commitment to ensure the region's entire bus fleet becomes zero-emissions by 2040.
- Metra's first-of-its-kind [plan](#) calls for converting up to six of its oldest diesel locomotives to zero-emission battery power, significantly reducing its emissions footprint and greatly improving air quality.
- FTA's Rail Vehicle Replacement grant program can support CTA's purchase of up to 300 new 9000 Series electric propulsion passenger rail cars and Metra's Modern Railcars Project to replace up to 58 railcars from 1970s, both of which will provide an improved riding experience to customers.

### Pace Southwest Division Garage Electrification

Proposed expansion and modernization of Pace's Southwest Division will support many Pace initiatives and the region's commitment to a greener future. These initiatives include future proofing the facility to accommodate a phased transition to an all-electric fleet, Pulse 95th Street Line implementation and planned Express Bus services along I-294.

### Target IIJA opportunities

- Bus and Bus Facilities (Low-No Grants)
- Rail Vehicle Replacement Program
- Rebuilding American Infrastructure with Sustainability and Equity (RAISE)
- Infrastructure for Rebuilding America (INFRA)



# NORTHEASTERN ILLINOIS PRIORITY INVESTMENTS

**Greening the region's public transportation fleets**  
CTA, Metra, Pace



**Safe Travel for All Roadmap (STAR) Program**  
CMAP, IDOT, Metra, region's counties (Cook, DuPage, Kane, Lake, McHenry, Will)



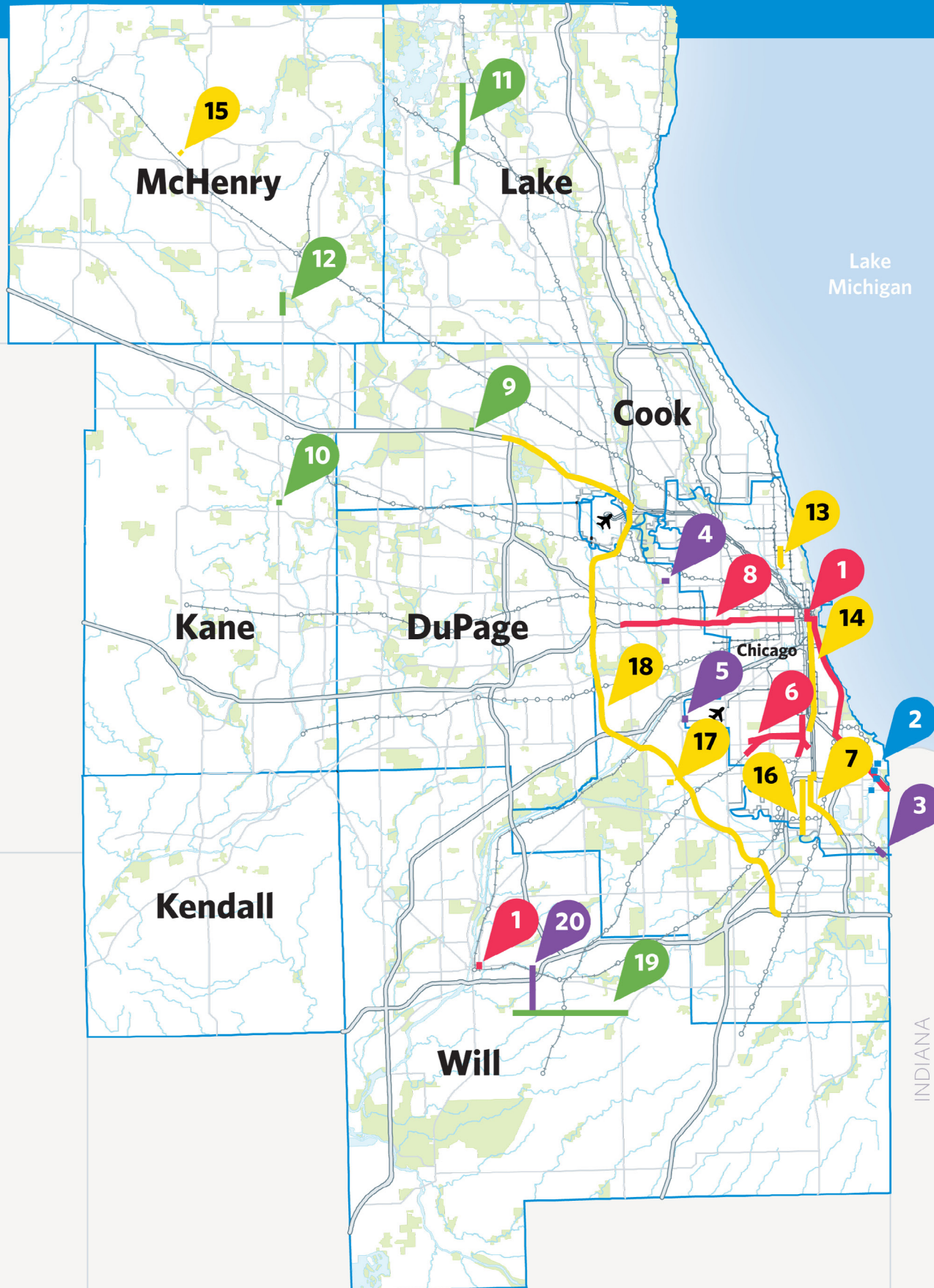
**All Stations Accessibility Program (ASAP)**  
CTA, CDOT, Metra



**Increasing connections and strengthening transit service with bus priority improvements**  
Pace, CTA, IDOT, CDOT, Tollway



- MEGA projects
- Corridor improvements
- Transit / passenger rail
- Priority grade crossings
- Bridges
- ✈ Airport
- +++ Rail
- == Highway & interstate
- Major road



- 1 Chicago Hub Improvement Program (CHIP)**  
Amtrak, IDOT, Michigan DOT, CDOT, Metra, Cook County
- 2 Calumet River Bridges**  
CDOT
- 3 Burnham Avenue Grade Separation**  
Cook County
- 4 Grand Gateway Grade Separation**  
Cook County
- 5 65th Street and Harlem Avenue Grade Separation**  
CREATE, IDOT, CDOT, Cook County
- 6 75th Street Corridor Improvement Project (CIP)**  
CREATE, IDOT, CDOT, Cook County, Metra
- 7 Red Line Extension**  
CTA
- 8 I-290 - Blue Line Modernization**  
IDOT, CTA, CDOT
- 9 Regional Arterial Traffic Management Center**  
IDOT (region-wide)
- 10 Randall Road at Hopps Road Intersection Improvements and Grade Separation**  
Kane County
- 11 Cedar Lake Road Realignment**  
Lake County
- 12 Randall Road North Corridor Improvements**  
McHenry County
- 13 UP-N Line Rebuild**  
Metra
- 14 Rock Island (RI) Corridor Improvements**  
Metra, Amtrak
- 15 Metra UP-NW Woodstock Rail Yard**  
Metra
- 16 Pace Pulse Halsted Line**  
Pace, CTA
- 17 Pace SW Division Garage Electrification**  
Pace
- 18 Pace I-294 Passenger Facilities Improvements**  
Pace, RTA, Tollway
- 19 Laraway Road: US 52 to US 45**  
Will County
- 20 Gougar Road and CN Crossing Grade Separation**  
Will County



# FORTIFYING THE NATION'S FREIGHT AND PASSENGER RAIL HUB



## Investing in our nation's freight hub

Northeastern Illinois is the preeminent freight hub in North America. A quarter of all freight in the nation originates, terminates, or passes through metropolitan Chicago, which is home to six of the seven Class I railroads, ten interstate highways, O'Hare Airport - one of the world's busiest cargo airports, and the only connection between the Great Lakes and Mississippi River systems. Investments in this region's rail has local, regional, and national impacts and advances federal safety, climate, and Justice40 goals. Regional partners prioritized [47 crossings for grade separations](#) or other improvements, including these priority projects:



Leaders break ground on CREATE 75th St. CIP, October 2022

### Burnham Avenue Grade Separation (Cook County)

This project will improve safety and mobility where five railroad tracks (NS, NICTD, CSX) cross Burnham Ave, which carries 14,200 vehicles per day, resulting in over three hours of downed gate time daily.

### Grand Gateway Grade Separation (Cook County)

The National Transportation Safety Board labeled this at-grade rail crossing "inherently dangerous" in 2008. They also mandated a grade separation to improve safety where more than 25,000 vehicles and 128 passenger freight trains pass daily.

**One of every four** U.S. freight trains passes through Chicago. That's about 500 freight trains and 800 passenger and commuter trains every day. Partnerships, like the [Chicago Region Environmental and Transportation Efficiency program \(CREATE\)](#), are working to make the region's railroad network safer, more efficient and better able to accommodate growth in freight and passenger traffic.

### 65th and Harlem Avenue Grade Separation (CREATE Program, GS1)

This is a longstanding priority project for the region with its location at the largest railroad switching facility in the country that dispatches more than 8,400 railcars daily. The proposal will construct an overpass to eliminate the at-grade road crossing, enhancing multimodal facilities and improving safety, air quality, emergency response times, and transit reliability. It also would advance federal Justice40 goals.

### Gougar Road and Canadian National Railway (CN) Crossing Grade Separation (Will County)

Will County is home to largest inland port in North America with more than \$65 billion worth in products flowing through the port annually. In addition to its impact on freight movement, Gougar Road has long been a priority grade crossing for the region because the corridor provides important connectivity to Interstate 80, Silver Cross Hospital, Lincoln Way West High School, and other essential local services.

#### Target IJJA opportunities

- Infrastructure for Rebuilding America (INFRA)
- Consolidated Rail Infrastructure and Safety Improvements (CRISI)
- Railroad Crossing Elimination (RCE) Program
- Rebuilding American Infrastructure with Sustainability and Equity (RAISE)



## Investing in our region's passenger rail system

The region's rail system is one of northeastern Illinois' most critical assets that improves air quality, allows travelers to avoid congested highways, and connects people to jobs, education, entertainment, and other amenities. IJJA opportunities should be targeted at projects that enhance Metra's operational capabilities that positions our regional rail system to serve new ridership patterns. Those projects include bridges, signal systems, track, interlockings, and other vitally important assets.



### Metra UP-North Line Rebuild

The UP-North is the third busiest line on the Metra system. This project will replace eleven 120-year-old bridges and four miles of track structure, and more than 1.75 miles of retaining walls along a two-mile corridor from Fullerton Avenue to Addison Street in Chicago.

### Metra Rock Island Corridor Improvements

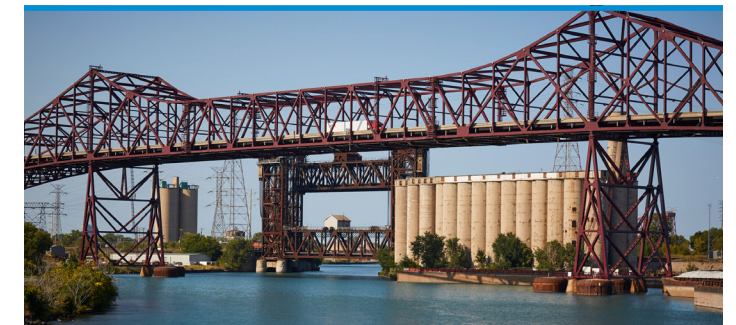
The proposed project includes construction of an additional main line for Metra operation. This improvement, along with the CREATE 75th CIP creating a rail-rail flyover connection, will reduce congestion and freight conflicts and will connect Metra's SouthWest Service with the existing Rock Island (RI) line, increasing capacity and improving reliability. The project also supports the rerouting of Amtrak service onto the RI.

### Metra UP-NW Woodstock Rail Yard

Relocating the Metra UP-NW Rail Yard from downtown Crystal Lake to Woodstock will increase operating and maintenance efficiency, reduce idling near populated areas, and allow Metra to extend trains to serve fast-growing central McHenry County.

#### Target IJJA opportunities

- Federal-State Partnership for State of Good Repair
- Consolidated Rail Infrastructure and Safety Improvements (CRISI)
- Railroad Crossing Elimination (RCE) Program
- Rebuilding American Infrastructure with Sustainability and Equity (RAISE)



## Investing in our region's bridges and viaducts

The region's bridges and viaducts play a critical role in connecting communities and the movement of people and freight. The IJJA provides historic funding at the federal and state level through the new Bridge Investment Program to ensure the region's infrastructure in good condition. CMAP is leveraging its [Regional Infrastructure Accelerator](#) award from the U.S. Department of Transportation for the delivery of infrastructure projects, with one of the target assets being bridges for potential bundling. County partners like McHenry have also found innovative ways to support local bridge needs through the development of a County and Township Bridge Program. Metra and Amtrak are leveraging passenger rail funding to replace a few bridges on the Metra system, but many funding needs remain for the 926 bridges Metra operates over.

### Calumet River Bridges (City of Chicago)

These proposed bridge rehabilitations would improve freight flow at the Illinois International Port District's Iroquois Landing, which serves as an essential supply chain link for the national, state, and regional freight transportation systems. It also will support critical connections between Chicago's South Side (high-need communities) and the region.

#### Target IJJA opportunity

- Bridge Investment Program



# SOLVING THE REGION'S SAFETY AND CONNECTIVITY CHALLENGES



## Investing in safer, more complete streets and trails for all

To improve travel safety in the region, CMAP, in partnership with IDOT, counties across the region, Metra, and several municipalities, applied for grants under the Safe Streets and Roads for All (SS4A) Program. The first-ever [Safe Travel for All Roadmap \(STAR\)](#) initiative will provide technical assistance to develop county safety action plans. The City of Chicago's [Vision Zero Chicago Action Plan](#) aims to eliminate death and serious injury from traffic crashes. In the first round of SS4A, Chicago applied for funding to implement the Vision Zero South Side Communities project.

More than 1,100 miles of trails and extensive on-street bikeways provide active connections across the region. The IJIA provides multiple opportunities to implement - CMAP's [Northeastern Illinois Greenways and Trails Plan](#) and Chicago's [Citywide Vision for a Connected Network of Trails and Corridors](#) - and expand the region's trails and bikeways to increase community connections, travel opportunities, and accessibility throughout the region.

### Target IJIA opportunities

- Safe Streets and Roads for All Program
- Rebuilding American Infrastructure with Sustainability and Equity (RAISE)
- Active Transportation Infrastructure Grant Program



## Investing in multimodal connections and innovative technology

IJIA can support this region in achieving a well-integrated, multimodal transportation system that can seamlessly move people and goods within and through the seven counties of northeastern Illinois. The Rebuilding American Infrastructure with Sustainability and Equity (RAISE) Program and the Strengthening Mobility and Revolutionizing Transportation (SMART) Grants Program are target opportunities to support safety and mobility investments.

### Regional Arterial Traffic Management Center (IDOT)

A high priority for the state and the counties, a new regional traffic management center will improve safety and mobility by optimizing existing resources, increasing operational coordination and resource sharing, and introducing innovative improvements to the system while expanding service.

### Randall Road at Hopps Road Intersection Improvements and Grade Separation (Kane County)

This road realignment and grade separation will improve safety and relieve congestion, as well as accommodate projected future traffic growth. The proposed project also improves the resiliency of the corridor with a new enclosed drainage system and calls for a multi-use path that can close an existing gap for bicyclists and pedestrians.

### Cedar Lake Road Realignment (Lake County)

This proposed realignment will improve safety and increase capacity within a high-traffic Lake County corridor that sees 7,600 to 17,000 vehicles daily. Other benefits include improved operations at a Metra crossing, improved bicycle and pedestrian connectivity, upgrades for transit and non-motorized users, upgrades to the Metra station and platform, and improvements to the Pace bus stop.

### Randall Road North Corridor Improvements (McHenry County)

This project will increase capacity for congestion relief along the most heavily traveled north-south corridor in McHenry County. It also will improve transit signals priority at all intersections to improve operations of the Pace Route 550. A multi-use path and a Continuous Green T intersection, or "seagull intersection," will be added to channel traffic and improve traffic flow and safety.

### Laraway Road: US 52 to US 45 (Will County)

This proposed road realignment will improve a key freight corridor that connects I-57 and I-80 to the entrance of several intermodal yards. It serves as a critical east-west corridor for the region by reducing traffic delays, providing safer travel for bicyclists and pedestrians, reducing vehicle emissions, and improving access to Metra's commuter rail service.

### Target IJIA opportunities

- Rebuilding American Infrastructure with Sustainability and Equity (RAISE)
- Strengthening Mobility and Revolutionizing Transportation (SMART)



# As the nation's transportation hub, infrastructure investments here strengthen Illinois, the Midwest, and U.S.

**Our priority investments help achieve the nation's transportation goals**

- ✔ Advances equity and Justice40 goals
- ✔ Supports livable, accessible, healthy communities
- ✔ Keeps the nation's supply chain moving
- ✔ Supports the National Roadway Safety Strategy
- ✔ Reduces emissions and congestion within the transportation sector
- ✔ Builds a more resilient future for the nation's freight hub

## WHY HERE?



Illinois is **ranked #1** for infrastructure by CNBC America's Top States for Businesses 2021



**\$3 trillion** in goods move through northeastern Illinois each year by truck, rail, water, and air freight



A robust regional economy with a gross regional product of **\$665 billion** a year



Approximately **25%** of all freight trains and **50%** of all intermodal trains in the U.S. pass through northeastern Illinois



Home to **6 of the nation's 7** busiest railroads, **10** interstate highways, and O'Hare Airport, one of the world's busiest cargo airports



Our competitive advantage: Transportation and logistics firms represent a **\$20.6 billion** industry and employ **106,000** workers throughout the seven-county Chicago region



Industries that rely on goods shipments (manufacturing, construction, and retail and wholesale trade) collectively represent over one-quarter of all jobs in the region and add over **\$158 billion** a year to the regional economy



Northeastern Illinois' expansive transportation system includes

- 29,989 miles of federal roads
- 3,650 bridges
- 7,200 miles of rail lines
- 1,646 rail crossings
- More than 1,200 bike trail miles

### Contact information

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Visit [cmap.illinois.gov](http://cmap.illinois.gov) for more information

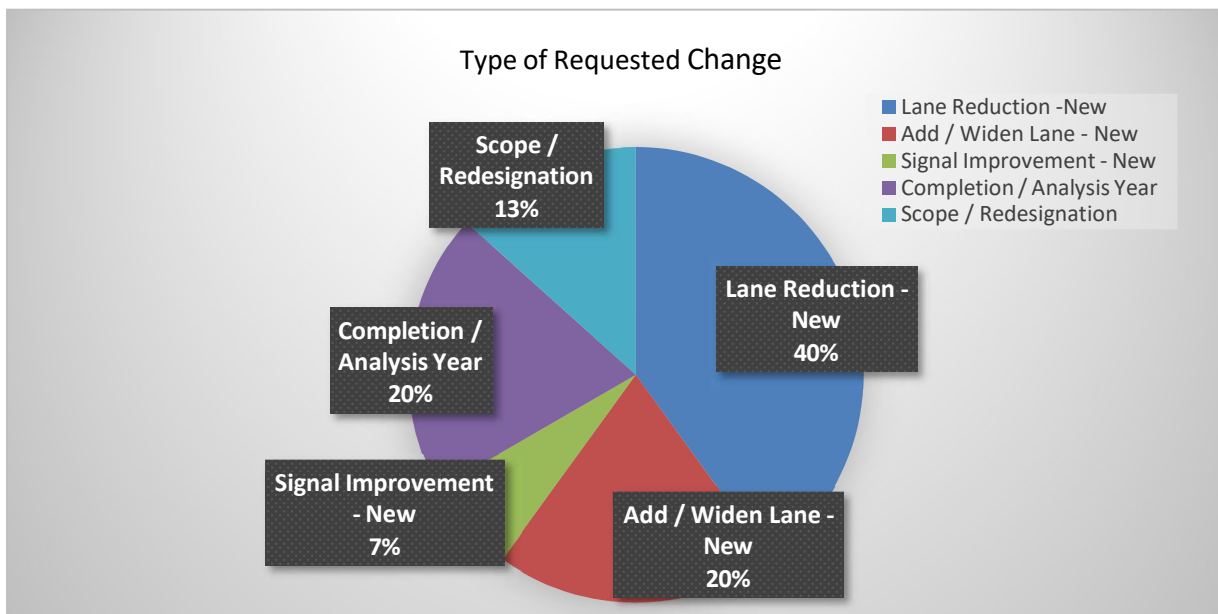




### MEMORANDUM

**To:** CMAP MPO Policy Committee  
**From:** CMAP Staff  
**Date:** January 12, 2023  
**Re:** ON TO 2050/2023-2027 TIP Conformity Analysis & TIP Amendment 23-04 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 non-exempt projects included in the FFY 2023-28 TIP that are anticipated to be carried forward into the FFY 2023-27 TIP and ON TO 2050 for inclusion in the regional air quality analysis. Of the changes requested, fourteen projects require air quality conformity analysis. Below is a summary by type of requested change.



The 2023-27 TIP approved by CMAP’s Transportation Committee includes four new non-exempt projects and six lane reduction projects in the conformed TIP. One additional project

being redesignated, is not included. The federal government requires regional planning agencies to demonstrate fiscal constraint by determining that sufficient resources will be available to construct projects recommended in the plan. 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. Non-exempt projects with only preliminary engineering funding and exempt tested projects are excluded from conformity analysis.

The new non-exempt projects are:

- TIP ID [09-22-0008](#): Ridge Road reconstruction from north of Black Road to north of Holt Road.
- TIP ID [09-22-0042](#): Liberty Street reconstruction, widening and lane addition between Sartor Lane and County Line Road.
- TIP ID [09-22-0057](#): IL Route 38 & Anderson Road, road widening and intersection improvement.
- TIP ID [09-22-0071](#): US 34 signal timing and progression for a series of intersections between IL 31 and IL 25.

The new road modernization, lane reduction projects are the following:

- TIP ID [02-22-0017](#): Gross Point Rd from Church St to Main St.
- TIP ID [03-22-0034](#): Windsor Dr from Hintz Rd to Jane Ave.
- TIP ID [08-22-0034](#): Main Street Improvements from Franklin Street to south of Ogden Avenue.
- TIP ID [08-22-0038](#): Ardmore Avenue Reconstruction between IL 64, North Avenue to St. Charles Road.
- TIP ID [09-22-0027](#): Dundee Avenue Reconstruction, Villa Street Corridor Improvements.
- TIP ID [10-22-0004](#): Argonne Reconstruction from IL131 to IL 137.

Other changes to existing projects are described below.

Limits are the cross-streets, mileposts or other boundaries which define the extent of a project. There are no projects with significant limit 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, the project must be revised in the conformity analysis.

The following non-exempt projects crossed an analysis year:

- TIP ID [06-00-0042](#): 143rd Street reconstruction from Wolf Road to US 45 LaGrange Rd
- TIP ID [08-00-0057](#): 248th Ave from 95th St to 103rd St
- TIP ID [09-21-0005](#): Randall Rd at Big Timber Rd

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

- Non-exempt work types are expected to affect air quality and must be included in the conformity analysis. Examples of non-exempt work types are adding lanes to a road, interchange expansion, signal timing and the major expansion of bus route service.
- 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, rolling stock replacement, 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 intersection improvements and rail station modernization.

With the introduction of the grade separation (GS) work type the sponsor has initiated a change in scope.

- TIP ID [06-20-0028](#): Walker Road (CH W13) Extension Road Project from the northern limit at the Illinois Central Railroad continuing to the southern limit at Main Street (FAU 3587).

This change in scope initiates a work type re-designation of the proposed township road project:

- TIP ID [12-14-0020](#): Baker Road over Jackson Creek bridge replacement of a one lane structure.

Newly submitted changes are found in the [23-04 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 new MOVES3 model. Using the MOVES3 model on-road emission estimates for each precursor or direct pollutant in each analysis year were produced. For ozone precursors volatile organic compounds (VOC) and nitrogen oxides (NOx), the resulting mobile source emissions estimates fell below the applicable motor vehicle emissions budgets for ozone as shown in the table below.

## 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	42.51	60.13	122.84	150.27
2030	36.87	60.13	94.94	150.27
2035	32.99	65.00	85.36	110.00
2040	29.86	65.00	84.62	110.00
2050	28.12	65.00	90.56	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 2022

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

Year	Fine Particulate Matter		Nitrogen Oxides	
	Northeastern Illinois	Historical SIP Budget	Northeastern Illinois	Historical SIP Budget
2025	1,440.38	5,100.00	40,484.08	127,951.00
2030	1,155.93	2,377.00	31,976.97	44,224.00
2035	998.51	2,377.00	28,465.97	44,224.00
2040	991.37	2,377.00	28,143.51	44,224.00
2050	1,034.74	2,377.00	29,797.33	44,224.00

## Greenhouse Gas Mobile Source Emissions (Informational Only)

CO <sub>2</sub> Equivalent in Tons per Year	
Year	Northeastern Illinois
2025	34,465,059.56
2030	33,031,112.59
2035	32,085,955.01
2040	32,213,817.01
2050	33,481,373.04

**ACTION REQUESTED:** Recommend finding of conformity and approval of TIP amendment 23-04 by the MPO Policy Committee.

## MEMORANDUM

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

**From:** CMAP Staff

**Date:** December 23, 2022

**Subject:** 2023 Roadway safety performance targets

**Purpose:** Under federal law, State departments of transportation and MPOs are required to establish quantitative highway safety performance targets on an annual basis and use a set of performance measures to track progress toward the long-term goal of eliminating traffic related fatalities and serious injuries on all public roads. **Staff will summarize the proposed 2023 highway safety targets and requests that the CMAP Board and MPO Policy Committee approve our recommendation to support IDOT's 2023 highway safety targets.**

**Action Requested:** Approval

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Under [federal law](#), state departments of transportation (DOTs) and metropolitan planning organizations (MPOs) are required to establish annual roadway safety targets as five-year rolling averages, in this case 2019-2023, 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 choice to support the state's roadway safety targets or develop their own roadway safety targets for any or all individual measures. Since this requirement took effect in 2018, CMAP has elected to support the State's targets. The targets for the number and rate of traffic fatalities have not been achieved to date, due to an upward trend in traffic fatalities that began in 2014 and spiked in 2020 and 2021. This is a deeply concerning issue that is occurring nationally as well as locally. CMAP will be reexamining our safety target setting over the next year to ensure that we continue to account for recent trends, our developing program of work, and ON TO 2050 principles.

CMAP continues to take actionable steps to improve regional roadway safety. Among those activities are a new and expanded Safe and Complete Streets Program, which will continue the

agency’s planning and policy work on traffic safety; a regionally coordinated US DOT Safe Streets for All application to do safety action planning for six of the seven counties in our region, a [strategic partnership](#) with IDOT and CDOT to advance safety that includes coordinated planning, policy development as well as a [media campaign](#). As CMAP and its regional partners continue to develop actionable plans and strategies to address safety on our roadways, CMAP staff will consider best practices when setting meaningful and achievable future roadway safety targets.

Because this work remains ongoing and the Safe and Complete Streets program is in its initial phase, CMAP staff will again recommend that the CMAP Board and MPO support IDOT’s 2023 roadway safety targets, which reflect a two percent reduction in the five-year average for the fatality and non-motorized related measures and an Ordinary Least Squares (OLS) or trendline method for the serious injury related measures. On [December 16, 2022](#), CMAP’s Transportation Committee approved the recommendation to support IDOT’s 2023 highway safety targets. *Staff requests that the CMAP Board and MPO Policy Committee approve the staff recommendation to support IDOT’s 2023 highway safety targets.*

### 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 be complying if they have met their targets or improved from the baseline (i.e., made significant progress) in at least four of the five required performance targets. The baseline is defined as the 5-year average ending with the year prior to the establishment of the safety targets. For example, the baseline for the 2020 targets was the 2014-2018 5-year average. The current annual performance trend and the three annual assessments by FHWA is shown in table 1 below.

**Table 1. IDOT Safety Performance Target Assessment Summary, 2018 – 2020**

Performance Measure	Desired trend	Current trend	2018 target	2019 target	2020 target
Number of Fatalities			No	No	No
Rate of Fatalities			No	No	No
Number of Serious Injuries			Made significant progress	Yes	Yes
Rate of Serious Injuries			Made significant progress	Yes	Yes
Number of Non-Motorized Fatalities and Serious Injuries			No	No	Made significant progress

In 2020, the state achieved its target for the number and rate of serious injuries and made significant progress for the non-motorized targets. However, the state neither met nor made significant progress towards the two fatal performance targets. 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.

### **IDOT 2023 safety performance targets**

As in past years, for 2023, IDOT’s fatality and non-motorized roadway safety targets are set using a policy-based two percent annual reduction in the five-year rolling average. The serious injuries related targets are set using an OLS (trendline) method. For setting the targets, IDOT uses the method that results in the greatest decrease in the 5-year average. The target selection method chosen is a direct indication of the trend to the 5-year average: a policy-based two percent reduction when the 5-year average is trending up (getting worse) and the OLS method when the average shows a downward trend. IDOT’s statewide safety targets along with statewide and CMAP region’s rolling five-year average are in table 2.

Following national trends, both the state and region have experienced an increase in the five-year average for fatalities and rate of fatalities per 100 million VMT. At the same time the state and region are experiencing a decreasing trend in the five-year average for the serious injuries related measures. The non-motorized fatalities/injuries measure saw an increase compared to 2020 at the regional level and a decrease at the state level.

**Table 2. IDOT Statewide and CMAP Region’s Safety Performance Measures and 2023 Safety Targets**

Performance Measure	5-year average					2023 target
	2013-2017	2014-2018	2015-2019	2016-2020	2017-2021	2019-2023
<b>Number of Fatalities - Statewide</b>	1,016.2	1,025.0	1,042.0	1,081.2	1,133.0	<b>1,088.1</b>
<b>Number of Fatalities - CMAP</b>	443.8	453.2	471	503.6	549.4	-
<b>Rate of Fatalities - Statewide</b>	0.957	0.960	0.972	1.036	1.097	<b>1.054<sup>1</sup></b>
<b>Rate of Fatalities - CMAP</b>	0.746	0.759	0.783	0.866	0.959	-
<b>Number of Serious Injuries - Statewide</b>	12,182.6	11,966.6	11,566.2	10,712.0	10,246.4	<b>9,316.7<sup>2</sup></b>
<b>Number of Serious Injuries - CMAP</b>	6,720.8	6,613.2	6,426.2	5,980.4	5,980.4	-
<b>Rate of Serious Injuries - Statewide</b>	11.429	11.222	10.795	10.178	9.832	<b>9.0<sup>2</sup></b>
<b>Rate of Serious Injuries - CMAP</b>	11.325	11.104	10.708	10.179	10.049	-
<b>Number of Non-Motorized Fatalities and Serious Injuries - Statewide</b>	1,494.4	1,526.0	1,548.8	1,513.0	1,498.2	<b>1,438.9<sup>1</sup></b>
<b>Number of Non-Motorized Fatalities and Serious Injuries - CMAP</b>	1,182.0	1,215.0	1,238.4	1,162.4	1,181.2	-

<sup>1</sup> - Two percent annual reduction in five-year average.

<sup>2</sup> - Ordinary Least Square or trendline reduction in five-year average.

### **Next steps**

Following approval of the 2023 highway safety targets by both the CMAP Board and MPO Policy committee, staff will continue to keep the committees informed on the agency’s safety

work and progress towards our goals. By agreeing to support IDOT's roadway safety targets, the MPO is not agreeing to any specific share of the decrease in fatalities and serious injuries. Instead, it is agreeing to integrate the targets as goals into its planning process and program projects that help meet the State's targets.

**ACTION REQUESTED:** Approval

###





## MEMORANDUM

**To:** MPO Policy Committee  
**From:** Erin Aleman  
Executive Director  
**Date:** January 12, 2023  
**Re:** MPO Policy Committee 2023 Meeting Dates

The MPO Policy Committee is proposed to meet on the following dates in 2023:

Thursday, January 12 – 9:30 a.m.

Thursday, March 9 – 9:30 a.m.

Thursday, June ~~15~~ **8** – 9:30 a.m.

Wednesday, October 11 – 9:30 a.m. (joint meeting with the CMAP Board)

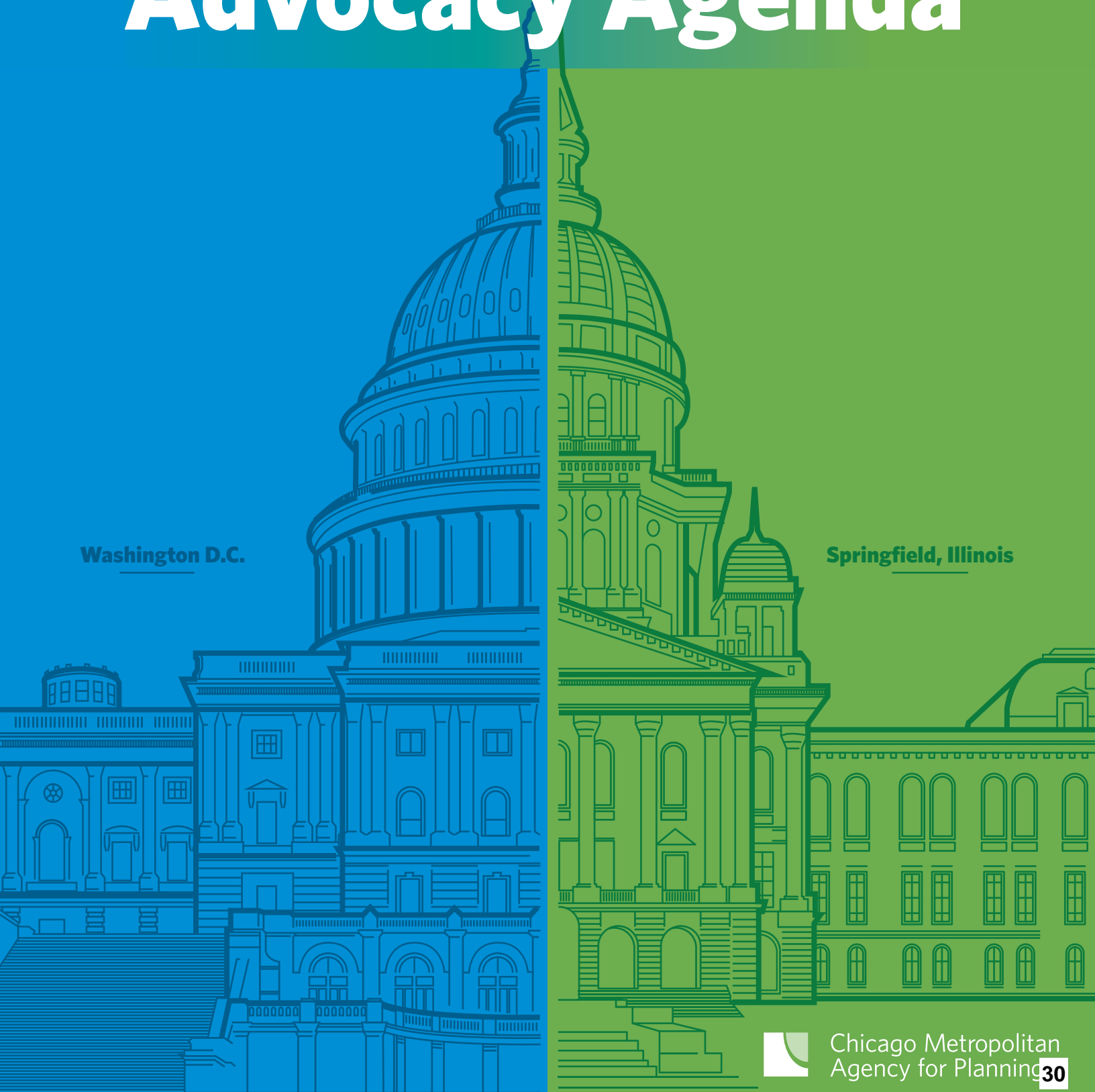
**Action requested: Information**

2023

# Federal and State Advocacy Agenda

Washington D.C.

Springfield, Illinois







## Introduction

In the time since the Chicago Metropolitan Agency for Planning (CMAP) last updated its federal and state advocacy agendas, the COVID-19 pandemic has accelerated socioeconomic trends and reinforced longstanding challenges for northeastern Illinois. The pandemic disrupted local economies, deepened inequities, and changed the ways the region's nearly 8.5 million people travel each day. But it also spurred innovative approaches and collaborative solutions in the face of uncertainty.

[ON TO 2050](#), the region's long-range plan, and its update in fall 2022, continue to provide northeastern Illinois with a roadmap to steer the region through these enduring challenges and guide it toward new opportunities. CMAP's long-range plan forecasts needs and identifies improvements to transportation, the environment, the economy, and other issues affecting quality of life in the agency's seven-county region.

Despite the pandemic and its disruptions, northeastern Illinois remains one of the world's greatest economic centers with a diverse workforce, vast multimodal transportation system, and abundant natural resources. Yet, the region faces challenges with adequately funding transportation, a changing climate, and an increasingly competitive global economy with starker economic disparities.

The [three principles of ON TO 2050](#) — **inclusive growth, resilience, and prioritized investment** — are more relevant now than when the plan was adopted in 2018. Federal and state legislative leaders provide critical support to ensuring those principles are realized in the decades to come.

CMAP's [2023 Federal and State Advocacy Agenda](#) details policy positions and priorities that can help the region address challenges and opportunities at each level of government. The positions and priorities, described below, align with CMAP's strategic direction that focuses on improving transportation, climate, and regional economic competitiveness in northeastern Illinois.



## Transportation

The passage of the federal [Infrastructure Investment and Jobs Act \(IIJA\)](#) presents a tremendous opportunity to modernize transportation and advance solutions that can address Illinois' most pressing mobility issues exacerbated by the pandemic.

IIJA provides enormous funding opportunities to improve the safety of all travelers while addressing challenges — outdated street design, freight and traffic congestion, air quality, and resilience — that threaten the region's ability to grow inclusively by 2050 and beyond. At the same time, the pandemic has [shifted work commutes and travel patterns](#), causing congestion on the region's roads to return and transit ridership to drop.

Policies supporting transit and other transportation modes that can ease congestion and reduce carbon emissions are critical actions toward a more sustainable northeastern Illinois. Yet, the effects of the pandemic continue to compound concerns. The region's transit agencies (Chicago Transit Authority, Metra, and Pace) already are bracing for an expected budget shortfall of \$730 million by 2026 in part due to a sustained decline in ridership in the wake of the pandemic. The region will need comprehensive solutions that can sustain the future of transportation and strengthen the second largest transit system in the country.

Federal and state legislative leaders can help shape the region's future. Consistent with our responsibilities as the region's metropolitan planning organization (MPO), CMAP is working with our federal and state partners to build consensus and prioritize projects that can address the region's safety, emissions, and resilience challenges.

CMAP, like other MPOs, needs increased flexibility and improved access to federal funding. Additional steps can be taken at the state level to complement these new and significant funding opportunities from IIJA. The following lists the transportation policy positions and priorities that CMAP supports on both the federal and state levels.



# CMAP supports **sustainably funding transportation**

## FEDERAL ACTIONS

Increase funding for transit available under the Highway Trust Fund and increase other transportation system user fees.

Prioritize and direct current funding streams to mass transit systems with the greatest infrastructure needs and highest number of passengers. Increase federal support for the operating costs of these systems.

Revise federal requirements to eliminate the funding disparity between transit projects and highway projects. This could include increasing the federal share under the Federal Transit Administration's (FTA) New Starts grant program from 60 to 80 percent for projects that extend the transit system.

Increase the federal motor fuel tax rate and index it to the rate of inflation each year.

Develop innovative funding mechanisms, such as a national per-mile road usage charge and a federal freight transportation fee in the long term.

Require the Federal Highway Administration (FHWA) to develop a report that recommends ways to modernize highway funding formulas and better align them with state and MPO performance measurement goals.

Provide greater flexibility for states and regions to impose user fees by removing federal restrictions on tolling the interstate system and removing interstate system restrictions on commercial activity.

## STATE ACTIONS

Enact a comprehensive strategy to identify, create, and implement sustainable revenue sources for the region's transit system.

Implement exploratory pilot projects that examine replacing the state motor fuel tax with a road usage charge (of at least 2 cents per mile) and index to the rate of inflation.

Pilot different congestion pricing frameworks to assess whether different options enhance sustainable travel and limit the financial impact on drivers of low income.

Institute a regional fee on trips provided by transportation network and rideshare companies and allow for anonymous trip data to be shared with third-party transportation researchers and planners.

Provide incentives to employers that can encourage their employees to reduce the miles they travel by vehicle and require employers of a certain size within the Regional Transportation Authority's service area to participate in a transit benefit fare program. These fare programs typically allow employees to pay for transit and parking using pre-tax dollars.

Institute performance-based planning and project selection measures for investments funded through IIJA and make these metrics publicly available.

Modernize processes for making transportation funding decisions. This should prioritize demonstrable system needs, align with federal funding and regional plans, and promote transparency.

Ensure revenues from motor vehicle fuel taxes can support holistic transportation system needs.



# CMAP supports **increased investment in safe and complete streets**

## FEDERAL ACTIONS

Fully fund and implement new IIJA programs like the Active Transportation Infrastructure Investment program for bicycle and pedestrian improvements. Outside of regional Transportation Alternatives Program (TAP) funding, this program is the only federal competitive program that provides dedicated funding for bicycle and pedestrian infrastructure.

Expand MPOs' programming authority for funding available under FHWA's Highway Safety Improvement Program (HSIP). HSIP provides federal aid to help significantly reduce traffic fatalities and serious injuries on all public roads.

Through expanded HSIP programming authority, reflect the responsibilities of FHWA's Safety Performance Management goals and establish a permanent 15-percent set aside for safety improvements that address vulnerable road users like bicyclists and pedestrians.

Identify dedicated resources that provide local governments with comprehensive support for implementing [Americans with Disabilities Act \(ADA\) provisions](#).

## STATE ACTIONS

Expand capacity at the Illinois Department of Transportation to address traffic safety concerns in a coordinated and comprehensive fashion. This includes creating a new safe and complete streets coordinator position or similar role.

Create a competitive grant program to incentivize municipalities to dedicate more road space to non-vehicle users, design self-enforcing streets, and institute other measures that can calm traffic and improve traffic safety.

Give municipalities greater ability to make safety related improvements by reducing the barriers municipalities encounter when seeking to lower speed limits.

Allow additional municipalities to pilot automated technology to promote traffic safety equitably. Pilot programs would need required analysis. This would include an equity analysis that assesses impacts of automated technology on communities of color, as well as evaluations of the technology's effectiveness with reducing speeding and opportunities to dedicate potential revenues to safety improvements.

Identify dedicated resources that provide local governments with comprehensive support to implement ADA provisions.

# Climate

The growing threat of climate change continues to test the resilience of northeastern Illinois. Over the past decade, CMAP's seven-county region reduced greenhouse gas emissions by a mere 9 percent, setting a pace that will fall short of ON TO 2050's goal to cut regional emissions by 80 percent by 2050. To prevent the most severe impacts of climate change, the region will need to reduce emissions by 5 percent every year through 2050.

But progress has been made at a state and federal level. The Illinois' Climate and Equitable Jobs Act puts Illinois on a path toward a 100 percent clean energy future by 2050 through investments in renewable energy and clean energy job creation. The state's Reimagining Electric Vehicles Act introduced new incentives to strengthen Illinois' competitiveness as a hub for electric vehicle manufacturing. The federal infrastructure law commits an unprecedented level of investment toward clean energy and resilience.

But more work remains to be done. And transportation is a key component to a sustainable and resilient region going forward. Today, the transportation sector is the largest source of emissions in Illinois, increasing the need for policies that can mitigate congestion and protect northeastern Illinois' communities from greater climate risks. The following lists the climate policy positions and priorities that CMAP supports on both the federal and state levels.





## CMAP supports **stronger policies that enhance resilience and reduce emissions and congestion**

### FEDERAL ACTIONS

Fully fund and implement new IIJA programs like the Healthy Streets program that will enhance the resilience of communities and transportation infrastructure across regions. The program provides critical funding to mitigate urban heat islands, improve air quality, and reduce flood risks.

Allow MPOs to use the Resilience Improvement Plan established by IIJA to qualify for the 90 percent federal share for formula and competitive PROTECT funds within the urbanized area covered by the plan.

Increase transparency and coordination with regions around new resilience formula funding, such as IIJA Carbon Reduction and PROTECT. A more transparent, coordinated approach would ensure these programs are not being transferred or flexed to fund projects with minimal improvements to resilience and carbon reduction.

Establish a pilot program that gives greater authority to large MPOs to directly fund and select projects through a funding mechanism that allows regions to address carbon reduction and resilience.

Provide greater flexibility to use toll revenues to address strategic goals with multimodal transportation and carbon reductions. Greater flexibility could include providing high-speed, more reliable transit service to improve expressway corridors.

Adopt aggressive emission standards for post-model-year 2026 to accelerate the transition of low- and zero-emissions fleets.


Create a uniform “Buy America” waiver process across USDOT’s agencies, including FHWA and FTA, for projects that are proven to improve air quality substantially.

### STATE ACTIONS

Establish state transportation emissions reduction goals that align with federally required greenhouse gas emissions reduction targets and Illinois’ carbon reduction strategy

Invest equitably in electric vehicle charging infrastructure across the northeastern Illinois region to maximize access.

Provide resources and incentives for local governments to complete the community energy, climate, and jobs plans as described in the state Climate and Equitable Jobs Act. The job plans are intended to support local governments with developing comprehensive approaches to coordinating and funding local energy, climate, and jobs programs.



## CMAP supports **increased resources for integrated water resources management**

### FEDERAL ACTIONS

Increase funding eligibility and coordination for water, wastewater, and stormwater improvements and planning to regions. The U.S. Environmental Protection Agency should leverage the ability of regional planning agencies to assist disadvantaged communities with accessing federal and state funds.

Modernize policies related to flooding. This could include making risk information available for property sales. It also could include reforming the National Flood Insurance Program to develop long-term solutions, such as the Federal Emergency Management Agency’s Risk Rating 2.0 system, for properties that either are at high risk of flooding or have experienced repetitive losses because of flooding.

Encourage the National Oceanic and Atmospheric Administration to provide regular updates of its precipitation reports, Atlas 14, to ensure future planning and investment decisions can withstand the impacts of extreme weather events.

Increase investments that maintain the health, recreational attractiveness, and economic benefits of Lake Michigan and the Great Lakes by providing stable, long-term funding for the Great Lakes Restoration Initiative. The initiative accelerates efforts to protect and restore the Great Lakes — the largest system of fresh surface water in the world.

### STATE ACTIONS

Dedicate new and sustainable revenues to support state and regional water planning and enhanced coordination among the Illinois Department of Natural Resources, Illinois State Water Survey, Illinois Water Inventory Program, and regional partners.

Coordinate and standardize requirements for community water supplier reporting. Improve the sharing of data across agencies and partners to better support integrated water resources management.

Promote equity in water infrastructure investments supported by the state revolving loan fund. This could include increasing capacity within low-income communities to promote access to loans.

Update statewide design standards to reflect green infrastructure techniques and precipitation trends.





# Regional Economic Competitiveness

While the pandemic has reinforced many of the region's economic challenges, it also has provided new opportunities to advance inclusive growth and build on the northeastern Illinois' reputation as the premier freight hub in North America.

When supply shortages happened at the start of the pandemic, northeastern Illinois' multimodal transportation system continued to move goods to different parts of the country. Freight truck travel in the region declined modestly (10 percent), remaining elevated over nationwide declines (13 percent) in summer 2020. Northeastern Illinois moves about \$3 trillion in goods each year by truck, rail, water, and air freight. The region is the intersection for commercial activity in the country — home to ten interstate highways, six of the nation's seven largest railroads, and one of the world's busiest cargo airports.

The 2020 [Census figures](#), meanwhile, showed northeastern Illinois adding population and becoming more diverse, while our workforce continued to age with the baby boomer generation entering retirement age and birth rates declining. The region's essential workers, who are disproportionately people of color, continued to rely on transit to reach their jobs at all hours of the day during the height of the pandemic, even as the region's travel habits were shifting because of remote work. These trends emphasize the need for policies that can ensure northeastern Illinois remains economically competitive in more inclusive and thriving ways.

CMAP's federal and state partners can help the region better prioritize strategic and sustainable development practices, strengthen housing coordination, encourage regional innovation, improve access to high quality jobs, and promote investment in communities that have felt the brunt of disinvestment for decades. Local governments will continue to play an essential role in our region's post-pandemic recovery, increasing the need for regional collaboration and shared service delivery to foster a stronger and more resilient economy. The following lists the economic policy positions and priorities that CMAP supports on both the federal and state levels.

## CMAP supports **stronger inclusive growth that reduces economic disparities**

### FEDERAL ACTIONS

Amend the national highway goals in 23 U.S.C. § 150 to add a measure for how well the transportation system connects people to jobs and services.

Create a demonstration grant to provide reduced fares for riders of low income to help close transit equity gaps.

Ensure federal investments from the U.S. Economic Development Administration (EDA) are comprehensive and strategic through increased coordination with MPOs, especially in regions without an "Economic Development District."

Continue American Rescue Plan Act EDA programs and funding levels that support regional economic development. This includes the Build Back Better Challenge, the Good Jobs Challenge, and the Economic Adjustment Assistance program.

Support place-based housing mobility solutions, including funding for efforts led by regional housing authorities.

Increase funding for re-employment, skilling, and reskilling programs authorized in the Workforce Innovation and Opportunity Act that can enhance, implement, and expand career pathway programs.

### STATE ACTIONS

Authorize local jurisdictions to create a pilot program to test [income-based fines](#), escalating fines, or other alternative traffic enforcement structures that consider a driver's ability to pay that may be below the statutory minimum.


Expand reporting of traffic violation fines and ticketing outcomes to allow for analysis with an equity lens.

Provide funding for local governments to study implementation of innovative partnerships, including shared-services models.

Further enable public-private partnerships for regional infrastructure, including providing resources for innovative financing, advancing design-build strategies, and promoting workforce equity.







## CMAP supports **increased opportunities for comprehensive planning and economic development**

### FEDERAL ACTIONS

Require FHWA and the U.S. Department of Housing and Urban Development (HUD) to provide MPOs with comprehensive technical assistance and support for the newly authorized regional housing coordination plan process. Ensure MPOs have maximum flexibility to fund everything that is individually eligible within the housing coordination process.

Make programs like the Thriving Communities Initiative permanent through the reauthorization process so that investment decisions across transportation, land use, and housing have long-term federal support from HUD and USDOT.

Provide targeted assistance and funding through programs like the Thriving Communities Initiative to build communities' capacity. This includes support for Phase 1 engineering, a major barrier that many disadvantaged communities face when planning local projects.

Create a joint office between USDOT, HUD, and EDA to provide comprehensive support to regions with federal funding opportunities that address transportation, housing, and economic development.

### STATE ACTIONS

Provide annual funding to support implementation of the Regional Planning Act and comprehensive planning for the state's MPOs.

Increase data sharing and transparency by state and local agencies, especially in instances that could aid in the COVID-19 recovery. This can help inform policymaking with data-driven decisions and regional collaboration.

Require a [regular audit of all tax abatements, diversions](#), diversions, and credits used for economic development to assess their economic and fiscal impacts.

Grant research partners access to additional information about sales tax rebate agreements (including agreement text and amounts of rebated taxes) through data-use agreements that protect proprietary business data

Institute tax increment financing (TIF) data reporting standards to allow planners and researchers to assess TIF expenditures, impacts, and the effectiveness of TIF across the region.



## CMAP supports **improvements that help people and goods move efficiently**

### FEDERAL ACTIONS

Establish a separate Office of Multimodal Freight within USDOT that comprehensively assesses freight system needs with high quality data sets. This can help inform competitive and formula freight programs based on need and significant national impact.

Require rail carriers to describe and disclose how existing and future passenger rail service would be impacted in the event of a merger between rail carriers.

Prioritize grade crossing improvements that will address increased freight traffic and delays due to rail mergers approved by the Surface Transportation Board. These projects should be prioritized for programs that can mitigate the negative impact of freight activities, including the Federal Railroad Administration's Railroad Crossing Elimination Program.

Create a transparent data collection program for grade crossings that is regularly updated with quality public data and supports communities most impacted by freight movement.

## CMAP supports **improvements to local and regional tax policy**

### STATE ACTIONS

Modernize the sales tax to increase funding for transportation, reduce economic distortions, and give municipalities more options to generate sufficient revenue from existing and desired development. This can include polices that broaden the state sales tax base to cover additional services.

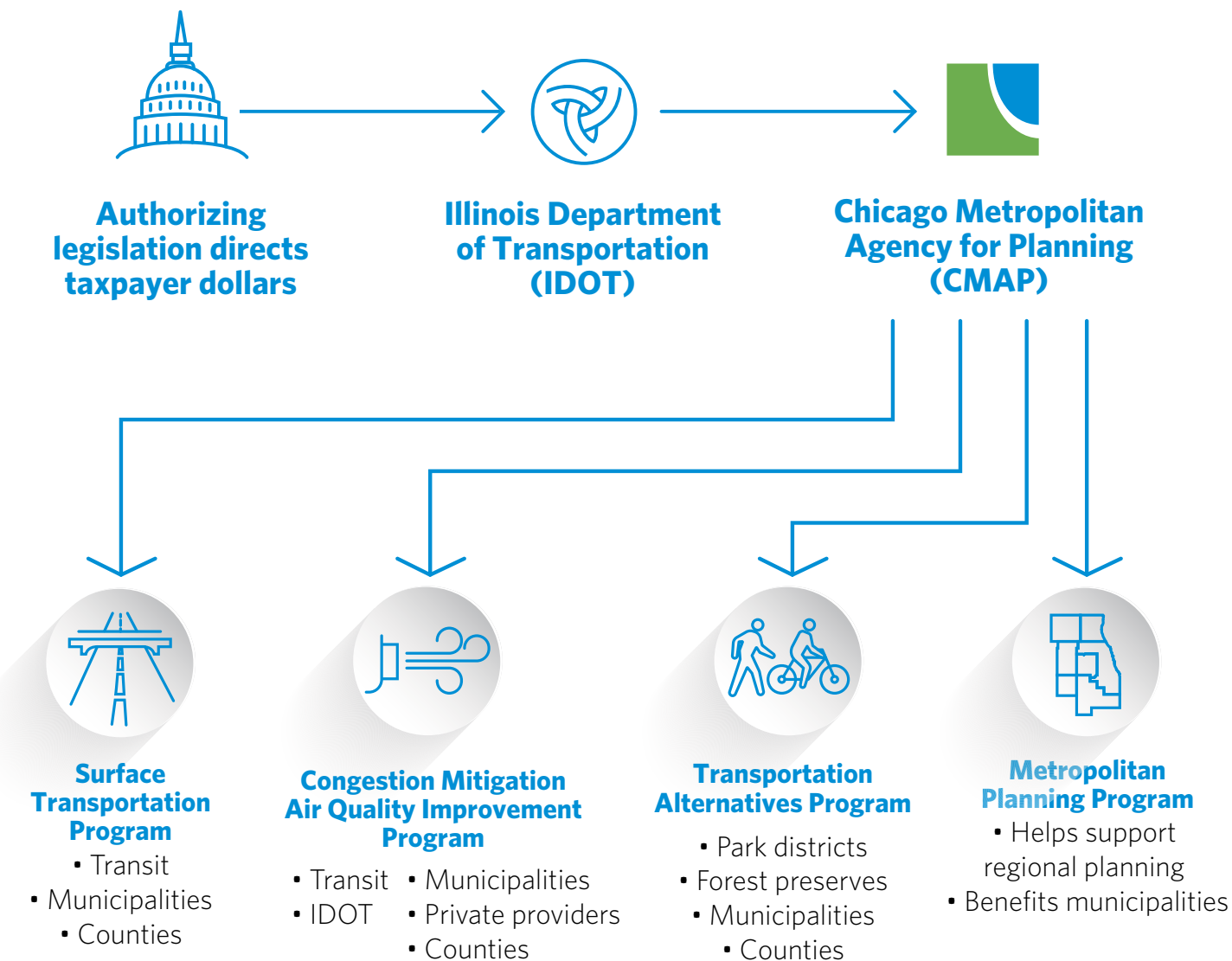
Increase state revenue allocation to local governments and reform state revenue disbursement criteria to reduce disparities across municipalities.

Allow non-home rule municipalities to impose certain kinds of user fees to provide services and better maintain infrastructure.



# About CMAP

The Chicago Metropolitan Agency for Planning (CMAP) was created in 2005 by state statute (70 ILCS 1707). CMAP's Policy Committee is the federally designated metropolitan planning organization (MPO) for the seven counties of Cook, DuPage, Kane, Kendall, Lake, McHenry, and Will, plus portions of DeKalb and Grundy. State and federal mandates require CMAP to conduct comprehensive regional planning, prioritize transportation investments, provide technical assistance for communities, and compile data resources that enhance decision making.



# CMAP Board

## City of Chicago appointments

**Frank Beal**, senior executive, Civic Consulting Alliance

**Paul Goodrich**, chief operating officer, City of Chicago

**Nina Idemudia**, assistant commissioner, department of planning and development, City of Chicago

**Stefan Schaffer**, city strategist, American Cities Climate Challenge, Natural Resources Defense Council

**Anne Sheahan**, executive vice president of business affairs, HNTB Corporation

## Cook County appointments

**Gerald Bennett**, mayor, Palos Hills (Southwest Cook)

**Karen Darch**, village president, Village of Barrington (Northwest Cook)

**Richard Reinbold**, president, Village of Richton Park (South Cook)

**Matthew Walsh**, former trustee, Indian Head Park (West Cook)

**Diane Williams**, former trustee, Village of Flossmoor, (Suburban Cook)

## Collar county appointments

**Matthew Brolley**, president, Village of Montgomery (Kane/Kendall)

**James Healy**, former member, DuPage County Board (DuPage)

**John Noak**, mayor, Village of Romeoville (Will)

**Nancy Rotering**, mayor, City of Highland Park (Lake)

**Carolyn Schofield**, member, McHenry County Board (McHenry)

## Non-voting members

**Abolfazl (Kouros) Mohammadian**, PhD, professor and department head, Civil, Materials, and Environmental Engineering, University of Illinois at Chicago

**Leanne Redden**, executive director, Regional Transportation Authority (MPO Policy Committee)

## Federal Contact

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## MEMORANDUM

**TO:** MPO Policy Committee  
**FROM:** CMAP Staff  
**Date:** January 12, 2023  
**Re:** FY2024 CMAP budget and regional work plan

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At this month's CMAP Board meeting, the Agency is beginning the initial review and approval process of the FY2024 Budget. This gives CMAP staff an opportunity to present the proposed FY2024 CMAP budget and regional work plan that advances the Agency's ON TO 2050 priority initiatives in three focus areas: Transportation, Regional Economy and Climate. As we move forward with the budget process, CMAP staff would like the Committee to be aware that budget will be on the agenda to be reviewed in the coming months.

Draft highlights that we can share at the moment include the continued progress of the Infrastructure Investment and Jobs Act (IIJA) providing a significant opportunity to align funding with regional initiatives and priorities. Here we will highlight some of the Agency's continued efforts to focus on big, bold solutions around our regional transportation and transit systems so that they work better for everyone, including:

- The Plan of Action for Regional Transit (PART): a legislative report with recommendations on our transit system;
- The Safe Travel for All Roadmap (STAR): CMAP's comprehensive, multi-year program to make our streets safer for everyone;
- Americans with Disabilities Act (ADA) transition planning assistance for our partners across the region;
- Multi-year plans to address climate change and strengthen the resiliency of our infrastructure;
- Regional economic collaboration to drive inclusive growth and prosperity;
- Research, analysis, modeling, and policy development on behalf of the region.

CMAP has submitted a proposed FY2024 CMAP budget and regional work plan to the Board for review prior to the January meeting. The draft document will then be submitted for approval at the February Board meeting.