



MPO POLICY COMMITTEE

AGENDA - FINAL

Thursday, January 11, 2024

9:30 AM

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

Members of the public who attend in-person can pre-register for a visitor's pass at info@cmap.illinois.gov until Wednesday, January 10, 2024 at 4:00 p.m. or should plan to arrive early to check-in with the building's information desk for access.

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

<https://us06web.zoom.us/j/85003934401?pwd=c8iHEB2dAJLGSu7i04UZtsN8REb5sy.1>

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

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

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

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

1.0 Call to Order and Introductions**2.0 Agenda Changes and Announcements****3.0 Approval of Minutes****3.01 CMAP Board and MPO Policy Committee joint minutes from October 11, 2023** [24-009](#)

ACTION REQUESTED: Approval

Attachments: [MPO-CMAP Board 10.11.23 Minutes](#)

4.0 CMAP Announcements**5.0 Information Items****5.01 2023 CMAP Annual Report** [24-004](#)

PURPOSE & ACTION: This report shares progress made in 2023 toward our region's shared vision and ON TO 2050 goals. The Executive Director will share highlights from the report.

ACTION REQUESTED: Information

Attachments: [2023 Annual Report Memo](#)
[Annual Report 2023 - Final](#)

5.02 Introduction of the Proposed FY 2025 Budget and Work Plan [24-003](#)

PURPOSE & ACTION: A presentation of highlights from the draft FY 2025 Proposed Budget and Regional Work Plan. In February, staff will provide the detailed overview and the Board will consider and take action on this plan.

ACTION REQUESTED: Information

Attachments: [FY2025 Budget Introduction Memo](#)

6.0 Updates**6.01 CMAP update** [24-008](#)

ACTION REQUESTED: Information

6.02 Council of Mayors' report [24-005](#)

ACTION REQUESTED: Information

7.0 Other Items for Approval**7.01 2024 roadway safety performance targets** [24-002](#)

PURPOSE & ACTION: Under federal law, state departments of transportation and metropolitan planning organizations (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. A summary will be provided of the proposed 2024 highway safety targets and it is requested that the CMAP Board and MPO Policy Committee approve the recommendations to support IDOT's 2024

roadway safety targets.

ACTION REQUESTED: Approval

Attachments: [2024 Safety Targets Memo](#)

7.02 Approval of the 2024 Public Participation Plan (PPP) [24-010](#)

PURPOSE & ACTION: Every four years, CMAP develops a PPP that complies with federal requirements that explains to the public the opportunities to be involved in the transportation planning process that metropolitan planning organizations (MPOs) manage. The PPP also serves as a resource to CMAP staff for planning public engagement processes. Staff requests the committee's review and approval of the 2024 PPP.

ACTION REQUESTED: Approval

Attachments: [Public Participation Plan Memo](#)
[Public Participation Plan 2024 FINAL](#)

7.03 ON TO 2050/2024-2028 TIP Conformity Analysis & TIP Amendment Memo [23-544](#)

PURPOSE & ACTION: ON TO 2050/2024-2028 TIP Conformity Analysis and TIP Amendment 24-04 was released for public comment through December 11th, 2023. CMAP staff requests approval recommending the ON TO 2050/2024-2028 TIP Conformity Analysis and TIP amendment 24-04 to the MPO Policy Committee for their consideration. A memo summarizing the conformity amendment is included in the meeting materials.

ACTION REQUESTED: Approval

Attachments: [240111 conformityTCreport draft](#)

8.0 Other Business

9.0 Public Comment

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

10.0 Next Meeting

The next meeting is scheduled for March 14, 2024.

11.0 Adjournment

MPO POLICY COMMITTEE

MEETING MINUTES - DRAFT

Wednesday, October 11, 2023

1:30 PM

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

DRAFT

Members of the public who attend in-person can pre-register for a visitor's pass at info@cmap.illinois.gov until Tuesday, October 10, 2023 at 4:00 p.m. or should plan to arrive early to check-in with the building's information desk for access.

You can also join from your computer, tablet or smartphone.
<https://us06web.zoom.us/j/84341801786>

Meeting ID: 843 4180 1786

+13126266799,,84341801786# US (Chicago)

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

In light of the substantive nature of the Plan of Action for Regional Transit (PART) report, the total cumulative time for public comment will be extended beyond the usual 15 minutes. Public comment is limited to three minutes per person unless the Chair designates a longer or shorter time period. Public comments will be invited in this order: Comments from in person attendees submitted ahead of time; comments from in-person attendees not previously submitted; comments from virtual attendees submitted ahead of time; and comments from virtual attendees not previously submitted.

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

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

1.0 Call to Order and Introductions

CMAP Board

Chair Bennett called the meeting of the CMAP Board to order at 1:37 p.m.

Present: Gerald Bennett, Frank Beal, Matthew Brolley, Karen Darch, Gary Grasso, Nina Idemudia, John Noak, Richard Reinbold, John Roberson, Nancy Rotering, Stefan Schaffer, Carolyn Schofield, Anne Sheahan, Matthew Walsh, and Diane Williams

Non-Voting: Kouros Mohammadian, and Leanne Redden

MPO Policy Committee

Chair Osman called the meeting of the MPO Policy Committee to order at 1:39 p.m.

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

Absent: Kendall Co Representative

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

Absent (NV): FTA Representative

Secretary Omer Osman served as IDOT representative; Vignesh Krishnamurthy served as CDOT representative, Frank Beal served as CMAP Representative 1, President Matt Brolley served as CMAP Representative 2, Dorval Carter served as CTA Representative, President Toni Preckwinkle served as Cook County Representative, Mayor Jeffrey Schielke served as Council of Mayors Representative, Chair Deborah Conroy served as DuPage County Representative, David Snyder served as FHWA Representative, Cassaundra Rouse served as Illinois Tollway Representative, Tom Rickert followed by Chair Corinne Pierog served as Kane County Representative, Chair Sandy Hart served as Lake County Representative, Chair Michael Buehler served as McHenry County Representative, Jim Derwinski served as Metra Representative, Richard Kwasneski served as Pace Representative, Leanne Redden served as RTA Representative, Executive Jennifer Bertino-Tarrant served as Will County Executive, and Thomas Evenson served as Class I Railroads Representative

2.0 Agenda Changes and Announcements

MPO Policy Committee

Chair Osman welcomed Thomas Evenson, Union Pacific Railroad, who is serving in an advisory capacity, representing Class I Railroads.

3.0 Approval of Minutes

3.02 Joint meeting minutes from September 13, 2023

[23-446](#)

Attachments: [CMAP Board - MPO Policy 09.13.23 Minutes](#)

CMAP Board

A motion was made by Member Frank Beal, seconded by Member Carolyn Schofield, to approve the September 13, 2023 meeting minutes. The motion carried by the following vote:

Aye: Gerald Bennett, Frank Beal, Matthew Brolley, Karen Darch, Gary Grasso, Nina Idemudia, John Noak, Richard Reinbold, John Roberson, Nancy Rotering, Stefan Schaffer, Carolyn Schofield, Anne Sheahan, Matthew Walsh and Diane Williams

Non-Voting: Kouros Mohammadian and Leanne Redden

MPO Policy Committee

A motion was made by Council of Mayors Representatives Jeffrey Schielke, seconded by Pace Representative Richard Kwasneski, to approve the September 13, 2023 meeting minutes. Motion carried by the following vote:

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

Absent: Kendall Co Representative

Non-Voting: FHWA Representative and Class I Railroads Representative

Absent (NV): FTA Representative

4.0 CMAP Announcements

4.01 Executive director's report

[23-426](#)

Erin Aleman, Executive Director, reported that the agenda includes a request for approval by the CMAP Board and MPO Policy Committee of the FFY 2024-2028 STP-Shared Fund, Congestion Mitigation and Air Quality Improvement, Carbon Reduction and local Transportation Alternatives program funds, totaling \$593 million in federal transportation funds for 66 transportation projects. The investments include bicycle and pedestrian facilities, bridges, emissions reduction, highway, and transit projects. Program funds include: \$375 million for transit investments, \$117.8 million for highway investments, and \$100.6 million for non-motorized investments.

Executive Director Aleman reported that after a 10-month process of developing recommendations for the Plan of Action for Regional Transit (PART), staff is ready to forward the report to the General Assembly, provided the Board and MPO Policy Committee approve the agenda item. She thanked staff and all of the partners who worked in developing the report.

The executive director's report was received and filed.

4.02 CMAP Board report

[23-427](#)

RTA Representative Leanne Redden reported that at its June 14, 2023 meeting, the CMAP Board met and approved the 2023-2027 ONTO 2050 Conformity Analysis and TIP Amendment. The CMAP region is a non-attainment area for ozone standards and is required to demonstrate that its long-range plan and the TIP conform to the emission budget for the region. The Board discussed possible amendments to its bylaws, received a legislative update at its federal and state levels and received an update on the on-going work related to the PART report.

RTA Representative Leanne Redden noted that the MPO Policy Committee held a special meeting with the CMAP Board in September.

The CMAP Board report was received and filed.

4.03 Council of Mayors' report

[23-428](#)

Council of Mayors Representative Jeffrey Schielke noted that the Council of Mayors have not recently met but conversations have previously occurred regarding the work of PART.

(MPO Policy Committee - Kane County Chair Corinne Pierog arrived at 1:50 p.m., replacing TomRickert as Kane County Representative.)

(CMAP Board/MPO Policy Committee - President Matt Brolley arrived at 1:50 p.m. to serve as representative of the CMAP Board and as the CMAP Board Representative 2 of the MPO Policy Committee.)

The Council of Mayors' report was received and filed.

5.0 Procurements and Contract Approvals

Approval of the Group Vote

CMAP Board

A motion was made by Member John Noak, seconded by Member Karen Darch, to approve agenda items 5.01 through 5.08 under one vote. The motion carried by the following vote:

Aye: Gerald Bennett, Frank Beal, Matthew Brolley, Karen Darch, Gary Grasso, Nina Idemudia, John Noak, Richard Reinbold, John Roberson, Nancy Rotering, Stefan Schaffer, Carolyn Schofield, Anne Sheahan, Matthew Walsh and Diane Williams

Non-Voting: Kouros Mohammadian and Leanne Redden

5.01 Authorization to enter into a four-year agreement to support the Regional Climate Action Plan in cooperation with the Metropolitan Mayors Caucus (MMC) to create a regional comprehensive climate action plan for the Chicago Metropolitan Statistical Area for a not-to-exceed amount of \$542,156

[23-392](#)

Attachments: [CMAP Board - Climate](#)

This agenda item was approved under one vote.

5.02 Authorization to enter into an agreement and contract amendment with Arctic Information Technology, Inc. for a total not-to-exceed amount of \$2,633,642 for an Enterprise Resource Planning (ERP) System

[23-429](#)

Attachments: [Arctic Information Technology memo](#)

This agenda item was approved under one vote.

5.03 Authorization to enter into a contract for the purchase of information technology hardware, software and services in a not-to-exceed amount of \$565,000

[23-430](#)

Attachments: [CMAP Board Memo - IT Equipment FY24](#)

This agenda item was approved under one vote.

- 5.04 Authorization to enter into contracts with up to six consultants for a 24-month term for RFP 287, Safe Streets for All (SS4A) Countywide Safety Action Plans (SAPs), for an amount not-to-exceed \$2,700,000** [23-434](#)

Attachments: [CMAP Board Memo - RFP 287 SS4A Countywide Safety Action Plan](#)

This agenda item was approved under one vote.

- 5.05 Authorization to enter into a contract for a 24-month term for RFP 288, Safe Streets for All (SS4A) Regionwide Engagement and Equity Campaign, in an amount not-to-exceed \$1,000,000** [23-433](#)

Attachments: [CMAP Board Memo - RFP 288 SS4A Regionwide Engagement and Equity Campaign](#)

This agenda item was approved under one vote.

- 5.06 Authorization to enter into a contract with Consolidated Flooring, in the amount not-to-exceed \$27,550, for fourth floor Old Postmaster Suite hallway floor coverings** [23-435](#)

Attachments: [CMAP Board Memo - Consolidated Flooring cost increase 10.2023](#)

This agenda item was approved under one vote.

- 5.07 Authorization to enter into a contract and cost increase with Henricksen in the amount not-to-exceed \$5,400 for fifth floor office furniture** [23-436](#)

Attachments: [CMAP Board Memo - Henricksen cost increase 10.3.23](#)

This agenda item was approved under one vote.

- 5.08 Authorization to enter into a one-year contract with NearMap for aerial photography in an amount of \$52,000** [23-437](#)

Attachments: [CMAP Board Memo - NearMap](#)

This agenda item was approved under one vote.

Approval of Minutes Continued

- 3.01 Approval of the MPO Policy Committee June 8, 2023 meeting minutes** [23-424](#)

Attachments: [MPO Policy 06.08.23 Minutes](#)

It was noted that this agenda item had been missed earlier in the meeting.

MPO Policy Committee

A motion was made by Will County Representative Jennifer Bertino-Tarrant, seconded by Council of Mayors Representative Jeffrey Schielke, to approve the June 8, 2023 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, Tollway Representative, Kane Co Representative, Lake Co Representative, McHenry Co Representative, Metra Representative, Pace Representative, RTA Representative and Will Co Representative

Absent: Kendall Co Representative

Non-Voting: FHWA Representative and Class I Railroads Representative

Absent (NV): FTA Representative

6.0 Other Items for Approval

6.01 Election of MPO Policy Committee Vice-Chair

[23-432](#)

Attachments: [Election of Vice Chair - MPO Policy Committee 9.27.23](#)

Erin Aleman, Executive Director, reported that the MPO's bylaws require the Chair to annually appoint a subcommittee in June to review candidates for the election of the Vice-Chair of the MPO Policy Committee for the following calendar year. In October 2022, Jennifer Sis Killen was appointed to serve as the Vice-Chair for calendar year 2023.

The MPO Policy Nominating Subcommittee, comprised of Frank Beal representing the regional planning agency, Michael Connelly representing public transportation, Jeffrey Schielke representing municipal government, Tom Rickert representing counties, and Vig Krishnamurthy representing highway or roads transportation, met on September 13 and have recommended that Jennifer "Sis" Killen be reappointed to a second term in 2024.

MPO Policy Committee

A motion was made by Council of Mayors Representative Jeffrey Schielke, seconded by Pace Representative Richard Kwasheski, to elect Jennifer "Sis" Killen to serve as Vice-Chair in 2024. Motion carried by the following vote:

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

Absent: Kendall Co Representative

Non-Voting: FHWA Representative and Class I Railroads Representative

Absent (NV): FTA Representative

6.02 Approval of the MPO Policy Committee meeting schedule for 2024

[23-425](#)

Attachments: [2024 MPO Policy Meeting Schedule](#)

Erin Aleman, Executive Director, reported that the MPO Policy Committee has historically met at 9:30 a.m. on the second Thursday of the months of January, March, and June and on the second Wednesday of October for its joint meeting with the CMAP Board. The proposed schedule for 2024 is January 11, March 14, June 13, and October 9, 2024.

MPO Policy Committee

A motion was made by Cook County Representative Toni Preckwinkle, seconded by Council of Mayors Representative Jeffrey Schielke, to approve the MPO Policy meeting schedule for 2024. The motion carried by the following vote:

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

Absent: Kendall Co Representative

Non-Voting: FHWA Representative and Class I Railroads Representative

Absent (NV): FTA Representative

6.03 Approval of the Federal Fiscal Year (FFY) 2024 - 2028 Surface Transportation Program Shared Fund (STP-SF), Congestion Mitigation and Air Quality (CMAQ), Carbon Reduction Program (CRP), and locally programmed Transportation Alternatives (TAP-L) Programs

[23-419](#)

Attachments: [Board-MPO\(Memo\)STP-CMAP-CRP-TAP Approval10-11-231 FFY24-28 CMAQ/CRP Program](#)
[FFY24-28 STP-SF Program](#)
[FFY24-28 TAP-L Program](#)
[CMAQ/CRP TIP Amendment 24-01.1](#)
[STP-SF TIP Amendment 24-01.2](#)
[TAP-L TIP Amendment 24-01.3](#)

Doug Ferguson, Senior Analyst, reported that the proposed FFY 2024 - 2028 STP-SF, CMAQ Improvement Program, CRP, and TAP-L regional transportation funding programs include 66 projects that were selected from 129 applications that were received in response to a joint call issued in January. The draft programs were available for public comment from July 13 to August 11 and one comment was received in support of the CMAQ and CRP programs. No comments were made to the draft programs. The draft programs were incorporated into TIP Amendments 24-01.1, 24-01.2 and 24-01.3 and the Transportation Committee approved the TIP amendments and have recommended that the CMAP Board and MPO Policy Committee approve them.

CMAP Board

A motion was made by Member John Noak, seconded by Member Karen Darch, to approve the FFY 2024-2028 STP-SF, CMAQ, CRP, and TAP-L Programs and corresponding TIP Amendments 24-01.1, 24-01.2, 24-01.3. The motion carried by the following vote:

Aye: Gerald Bennett, Frank Beal, Karen Darch, Gary Grasso, Nina Idemudia, John Noak, Richard Reinbold, John Roberson, Nancy Rotering, Stefan Schaffer, Carolyn Schofield, Anne Sheahan, Matthew Walsh and Diane Williams

Non-Voting: Kouros Mohammadian and Leanne Redden

Not Present: Matthew Brolley

MPO Policy Committee

A motion was made by Cook County Representative Toni Preckwinkle, seconded by RTA Representative

Leanne Redden, to approve the FFY 2024-2028 STP-SF, CMAQ, CRP, and TAP-L Programs and corresponding TIP Amendments 24-01.1, 24-01.2, 24-01.3. The motion carried by the following vote:

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

Absent: Kendall Co Representative

Non-Voting: FHWA Representative and Class I Railroads Representative

Absent (NV): FTA Representative

6.04 CMAP Board and MPO Policy Committee resolution submitting Plan of Action for Regional Transit pursuant to Illinois Public Act 102-1028

[23-431](#)

Attachments: [PART Webpage](#)
[Plan of Action for Regional Transit](#)
[Resolution - October Board MPO](#)
[Change log](#)
[Formal comments on the Plan of Action for Regional Transit](#)

Laura Wilkison, Senior Director and Policy Advisor, presented the proposed Plan of Action for Regional Transit report. Attachments for this agenda item included a revised resolution and written comments and a change log. She reviewed the process that staff used to develop the report. Daniel Comeaux, Senior Analyst, provided an overview of the recommendations in the PART report, noting that additional context was included in the report based on feedback received from the public and stakeholders.

Discussion ensued regarding the governance-related (option two) nomenclature.

CMAP Board

A motion was made by CMAP Board Member Diane Williams, seconded by CMAP Board Member Frank Beal, to approve a resolution to submit the Plan of Action for Regional Transit pursuant to IL Public Act 102-1028.

CMAP Board Member Karen Darch commented on transit land use. She indicated that the report and the white papers that were created did not account for the 5.5 million people who use a personal vehicle to access transit and that CMAP must support this use in its long-range comprehensive plan. Member Darch also commented on option two's governance structure, indicating that the state must have a greater voice in a regional transit agency because it appropriates funding. She also commented that the members of the governance board of this regional entity in option two should represent the population it serves.

Member Nancy Rotering reported that many people who live away from the city do so because it is affordable and expressed concern that some of the recommendations would put a greater burden on these residents. She clarified that there are transit deserts in the collar counties that impact the use of public transportation throughout the region.

MPO Policy Committee

A motion was made by Lake County Representative Sandy Hart, seconded by Kane County Representative Corinne Pierog, to approve a resolution to submit the Plan of Action for Regional Transit pursuant to IL Public Act 102-1028.

CMAP Board

A motion was made by Member Karen Darch, seconded by Member Gary Grasso, to amend the resolution, to read "Now, therefore be it resolved, that as required by the Act, the CMAP Board and MPO Policy Committee hereby authorize submission of the Plan of Action for Regional Transit to the Governor and General Assembly by January 1, 2024." This language would remove the language "for their consideration of the recommendations contained therein."

Discussion ensued regarding the amended language.

Member Karen Darch amended her motion, seconded by Member Nancy Rotering, for the last line of the resolution to read "*Now, therefore be it resolved that as required by the Act, the CMAP Board and MPO Policy Committee hereby authorize submission of the Plan of Action for Regional Transit to the Governor and General Assembly for their consideration of the options contained therein by January 1, 2024.*" The motion carried by the following vote:

Aye: Gerald Bennett, Frank Beal, Matthew Brolley, Karen Darch, Gary Grasso, Nina Idemudia, John Noak, Richard Reinbold, John Roberson, Nancy Rotering, Stefan Schaffer, Carolyn Schofield, Anne Sheahan, Matthew Walsh and Diane Williams

Non-Voting: Kouros Mohammadian and Leanne Redden

MPO Policy Committee

A motion was made by Council of Mayors Representative Jeffrey Schielke, seconded by CMAP Board Representative 2 Matt Brolley, to amend the last line of the resolution to read "*Now, therefore be it resolved that as required by the Act, the CMAP Board and MPO Policy Committee hereby authorize submission of the Plan of Action for Regional Transit to the Governor and General Assembly for their consideration of the options contained therein by January 1, 2024.*" The motion carried by the following vote:

Aye: IDOT Representative, CDOT Representative, CMAP Representative 1, CMAP Representative 2, CTA Representative, Cook County Representative, Council of Mayors Representative, DuPage County Representative, Illinois Tollway Representative, Kane County Representative, Lake County Representative, McHenry County Representative, Metra Representative, Pace Representative, RTA Representative

Nay: Will County Representative

Non-Voting: FHWA Representative, Class I Railroads Representative

Absent: Kendall County Representative

Absent (NV): FTA Representative

CMAP Board

A motion was made by CMAP Board Member Diane Williams, seconded by CMAP Board Member Frank Beal, to approve the resolution submitting the Plan of Action for Regional Transit, as amended. Motion carried by the following vote:

Aye: Gerald Bennett, Frank Beal, Matthew Brolley, Karen Darch, Gary Grasso, Nina Idemudia, John

Noak, Richard Reinbold, John Roberson, Nancy Rotering, Stefan Schaffer, Carolyn Schofield, Anne Sheahan, Matthew Walsh and Diane Williams

Non-Voting: Kouros Mohammadian and Leanne Redden

MPO Policy Committee

A motion was made by Pace Representative Richard Kwasneski, seconded by DuPage County Representative Deborah Conroy, to approve the resolution submitting the Plan of Action for Regional Transit, as amended. Motion carried by the following vote:

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

Nay: Will Co Representative

Absent: Kendall Co Representative

Non-Voting: FHWA Representative and Class I Railroads Representative

Absent (NV): FTA Representative

7.0 Information Items

There were no informational items.

8.0 Other Business

CMAP Board Member John Noak commended Chair Bennett in bringing together the Board and MPO Policy Members to approve the submission of the Plan of Action for Regional Transit.

9.0 Public Comment

Two written comments were received. The first was received from Anton L Seals, Executive Director, of Grow Greater Englewood, a food and land sovereignty organization working to improve health conditions and introduce social enterprises for the betterment of the community. Anton Seals expressed support for agenda items 5.03, 5.05, 6.03, and 6.04 and commented that the CMAP Transportation and Programming approach is moving in the right direction.

The second written comment was received from John Paul Jones, President of Sustainable Englewood Initiatives, a local advocacy agency working on transportation planning, environment remediation, community greening initiatives, civic engagement practices, socioeconomic solutions and land use and zoning. John Paul Jones thanked staff for revisiting the Safe Streets for All programming, civic engagement through the lens of equity and Transportation Alternative Program (TAP) L spending support for the Englewood Nature Trail.

10.0 Next Meeting

The next meeting of the CMAP Board is scheduled for November 8, 2023.

The next meeting of the MPO Policy Committee is scheduled for January 11, 2024.

11.0 Adjournment

CMAP Board

A motion was made by Member Richard Reinbold, seconded by Member John Noak, to adjourn the CMAP Board Meeting. Motion carried by the following vote:

Aye: Gerald Bennett, Frank Beal, Matthew Brolley, Karen Darch, Gary Grasso, Nina Idemudia, John Noak, Richard Reinbold, John Roberson, Nancy Rotering, Stefan Schaffer, Carolyn Schofield, Anne Sheahan, Matthew Walsh and Diane Williams

Non-Voting: Kouros Mohammadian and Leanne Redden

The CMAP Board meeting was adjourned at 2:59 p.m.

MPO Policy Committee

A motion was made by Cook County Representative Toni Preckwinkle, seconded by Lake County Representative Sandy Hart, to adjourn 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, Tollway Representative, Kane Co Representative, Lake Co Representative, McHenry Co Representative, Metra Representative, Pace Representative, RTA Representative and Will Co Representative

Absent: Kendall Co Representative

Non-Voting: FHWA Representative and Class I Railroads Representative

Absent (NV): FTA Representative

The MPO Policy Committee was adjourned at 2:59 p.m.

Minutes prepared by Blanca Vela-Schneider



Chicago Metropolitan Agency for Planning

433 West Van Buren Street
Suite 450
Chicago, IL 60607

312-454-0400
cmap.illinois.gov

MEMORANDUM

TO: CMAP Board

FROM: Erin Aleman, Executive Director

Date: January 3, 2024

Re: 2023 Annual Report

This 2023 Annual Report to the CMAP Board and our communities, as required by the Illinois Regional Planning Act, highlights progress toward our region’s shared vision and ON TO 2050 goals to make northeastern Illinois a stronger, more resilient place to live.

As we reflect on this past year, our region has made great strides toward our shared transportation, climate, and economic goals. These 2023 successes spotlight a strong, thriving, and resilient northeastern Illinois.

We will share the report with the Illinois General Assembly and other key stakeholders. Copies will be made available for you to distribute in your communities and to your constituencies.

2023



STRONGER TOGETHER

ANNUAL REPORT



MESSAGE FROM THE CHICAGO METROPOLITAN AGENCY FOR PLANNING

As we reflect on this past year, our region has made great strides toward our shared transportation, climate, and economic goals. These 2023 successes — achieved in partnership with you — spotlight a strong, thriving, and resilient northeastern Illinois.

This 2023 Annual Report to the CMAP Board and our communities, as required by the Illinois Regional Planning Act, highlights progress toward our region’s shared vision and ON TO 2050 goals to make northeastern Illinois a stronger, more resilient place to live. Certainly, 2023 proved that we are *stronger together*.

Together, we advanced big, bold solutions necessary to transform our transit system. The Plan of Action for Regional Transit proposes options to address a looming \$730 million fiscal cliff, to secure the long-term financial viability of the transit system, and to strengthen service for the entire region.

Together, we launched and implemented the first-of-its-kind Greater Chicagoland Economic Partnership, a collaboration among the region’s seven counties (Cook, DuPage, Kane, Kendall, Lake, McHenry, and Will) and the City of Chicago. Managed by World Business Chicago, the effort showcases how northeastern Illinois is stronger when it works together.

Together, we brought greater equity and inclusiveness into regional planning by stronger engagement with communities that have traditionally been excluded from the planning process, through the first cohort of the Community Alliance for Regional Equity.

Together, communities are taking steps to improve compliance with the Americans with Disabilities Act, through CMAP’s accessibility training program which includes workshops, materials, videos, and more.

And *together*, we launched the Safe Travel for All Roadmap — a collaborative safety planning program, in partnership with the Illinois Department of Transportation and the region’s counties — to help address a rise in traffic deaths, particularly among pedestrians and bicyclists, through a regional traffic safety framework and countywide safety action plans.

This report reflects our region’s success stories, as we advance our shared vision and plan — ON TO 2050 — together. As we head into 2024 and develop our next long-range comprehensive regional plan, CMAP is proud to be your partner to build a more inclusive and thriving region.



A handwritten signature in black ink, appearing to read 'Erin Aleman'.

Erin Aleman
CMAP Executive Director



A handwritten signature in black ink, appearing to read 'Gerald R. Bennett'.

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



VISION

An inclusive and thriving region

MISSION

To serve the people of the region by driving innovation, fostering shared action, and advancing toward a common vision

CORE VALUES



Serve with passion

We are passionate about serving the people of metropolitan Chicago. We build public trust by being good stewards of public resources and proactively sharing information.



Pursue equity

We are guided by the principle that everyone has a right to opportunity and a high quality of life. We work to realize equity for all.



Foster collaboration

We believe inclusion and collaboration strengthen our work. We seek out the voices of those who often go unheard or face barriers to public participation.



Lead with excellence

We lead on issues that advance the region. We believe in the power of data and the story it tells. We identify and share solutions and inspire others to adapt them for their communities.



Drive innovation

We are driven by the desire to find more efficient methods to achieve the most impact. We do this by seeking new solutions to old problems, taking calculated risks, and daring to try them.

OVERVIEW

WHO WE ARE

CMAP is a federally designated metropolitan planning organization (MPO) responsible for developing the region's long-range comprehensive plan and planning and programming federal transportation dollars through a collaborative process.

Also, as the state-authorized regional planning agency for northeastern Illinois, CMAP is responsible for managing an integrated land use and transportation planning process.

CMAP is governed by a board comprised of 18 members appointed to represent Chicago, Cook County, and the collar counties. There are 15 voting and 3 non-voting members. The Board approves the annual budget and workplan and provides operational oversight.

CMAP has several committees that advise and inform its work, in alignment with a strategic direction and long-range plan.

In appreciation

Thank you to our dedicated CMAP Board, MPO Policy Committee, and other committee members who volunteer their time, energy, and expertise to shape, influence, and improve our region.

The meetings calendar can be found at cmap.illinois.gov. All meetings are open to the public, live-streamed, and archived.

WHAT WE DO



Plan regionally and locally

- Develop ON TO 2050 and coordinate implementation
- Strengthen communities through direct assistance, training, and resources



Deliver data

- Serve as the region's authoritative data source
- Forecast, model, and share data
- Inform and shape policy through data research and analysis
- Use data to assess complex regional issues related to travel, land use, and policy



Prioritize and program

- Evaluate, manage, and distribute federal transportation funds



Collaborate and convene

- Work on behalf and alongside our partners to implement ON TO 2050
- Facilitate dialogue with government partners, community organizations, stakeholders, and the public
- Inform and engage diverse audiences in planning, consensus building, and decision making

HOW WE SERVE THE REGION

ON TO 2050

In partnership with the region's stakeholders, CMAP develops the comprehensive ON TO 2050 plan, which sets a long-range vision that guides transportation investments and frames regional priorities on development, environment, economy, and other issues affecting quality of life. Progress toward achieving our region's goals is gradual and often realized over long periods of time. The plan is implemented by many different groups, not just CMAP. To help focus our work and achieve measurable progress on the region's long-term goals, our work is also guided by a five-year strategic direction.



Strategic Direction



A transportation system that works better for everyone

Objectives

- Systematized and strategic transportation funding investments
 - A modern and efficiently maintained transportation system
 - Improved travel safety



A robust and inclusive regional economy

Objectives

- Increased inclusive growth
- Increased access to economic opportunities



A region that takes action to mitigate and adapt to the impacts of climate change and preserve high-quality water resources

Objectives

- Reduced greenhouse gas emissions from the transportation system
 - A resilient transportation network that anticipates/stands up to the effects of flooding and extreme weather
- Protected and sustainably managed water resources

PROGRAM AREAS

Since publishing the Strategic Direction in early 2023, CMAP has embarked on a comprehensive process to define multiyear program areas that advance the three focus areas. Program areas were also developed for agencywide services such as communications and engagement, finance, and human resources. Each program area includes a portfolio of operational work and projects and is guided by a program charter that defines the objectives, scope of work, timelines, staffing, and budget.

REGIONAL HIGHLIGHTS

Celebrating regional excellence

CMAP's 2023 Regional Excellence Awards honored the Greater Auburn-Gresham Development Corporation, the City of Aurora, the Regional Transportation Authority, Pace Suburban Bus, the Village of Oak Park, Skokie Mayor George Van Dusen, and Chairman of Engineering Enterprises Peter Wallers for championing and advancing quality-of-life improvements within their communities.

Through their projects and careers, the award winners have helped prioritize equity, strengthen resiliency, and make the region's communities more economically competitive. The winners were selected by a jury of local government officials, advocates, and students.

Learn more at cmap.illinois.gov/awards

State of the Region: supporting equity and resilience through surveys

CMAP conducted a State of the Region survey to better understand community members' priorities and experiences and see how ON TO 2050 can address the most pressing issues.

Residents in northeastern Illinois value many of the region's assets — access to open space, transportation, and good jobs — but are increasingly concerned about economic issues, according to the 2023 survey.

While public opinion remained largely consistent since the last survey in 2021, residents are increasingly worried about affordable housing, personal finances, and other economic issues. This isn't unique to northeastern Illinois — the survey reflects a time of growing economic uncertainty, inflation concerns, and other issues affecting households across the country.

In the survey, most residents said their neighborhood and town, village, or city is heading in the "right direction." But they are more critical of metropolitan Chicago and Illinois. Residents also showed support for more equitable transportation investments, regional collaboration, and local action on climate change.



Handing out Regional Excellence Awards to our 2023 winners



Top regional assets

- Access to open space
- Ability to get to places easily
- Air and water quality
- Access to good jobs



Top regional challenges

- Economy
- Cost of housing
- Quality of infrastructure and government services

Takeaways from our 2023 State of the Region survey

The State of the Region is an opportunity to highlight and celebrate the necessary, challenging, and meaningful work that comes with building a more inclusive and thriving northeastern Illinois. The firsthand feedback from our residents also reminds us that a strong quality of life; requires an everlasting commitment, and our award winners remind us why we should always uphold that commitment.

- CMAP Executive Director Erin Aleman

Logan Square Blue Line Action Plan receives award for advancing diversity and social change

The American Planning Association's Illinois Chapter recognized the Logan Square Blue Line Action Plan for its first ever **Advancing Diversity and Social Change Award**. The plan's strategies advance principles of equitable transit-oriented development and preserve spaces that enable longstanding residents and businesses to stay in Chicago's Logan Square community.

CMAP's project team offered innovative public engagement, including an illustrated zine to tell the story of the plan's recommendations and to help residents see themselves in the community's future.

Learn more at [CMAP's Engagement HQ](#)

Illinois International Port District Master Plan receives national recognition

The National Association of Regional Councils recognized the Illinois International Port District Master Plan with its **Achievement and Leadership Award**. Judges noted that the plan is, "the result of years of effort and collaboration to address a long-identified need for improvements to the region's port district."

Created through CMAP's technical assistance program, the plan outlines a vision for the port district's future while maintaining its status as a national freight and logistics hub, facilitating economic development, and enhancing quality of life and community benefits.

Learn more about the [IIPD Master Plan](#)

ON TO 2050 comes to life in traveling exhibit

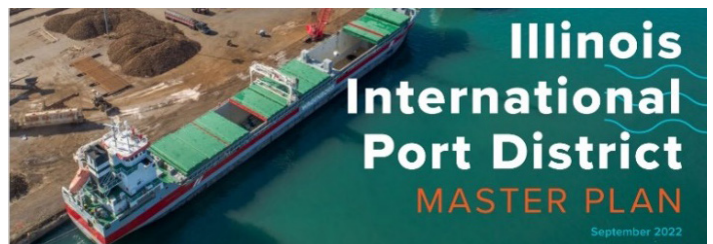
The ON TO 2050 regional plan came to life in an exhibit that traveled from the Dunn Museum in Libertyville to the Gail Borden Public Library in Elgin to Waubensee Community College in Aurora. CMAP thanks the team at the Lake County Forest Preserves who created the interactive exhibit, as well as all the exhibit's regional hosts.

CMAP executive director shares expertise

As a credible and trusted authority, CMAP's subject-matter experts are often called upon to share their knowledge, data, and insights. As a thought leader, CMAP's Executive Director Erin Aleman participates in media interviews and panels at the local, regional, and national levels. In one example, the Wall Street Journal featured Aleman in a video highlighting the importance of the Chicago region to our nation's entire rail system and economy. The Illinois Railroad Association commented, "Great insight here from Erin Aleman of Chicago Metropolitan Agency for Planning."



Back row, left to right: Nina Idemudia, APA-IL president; Ryan Holmes, Kretschmer Associates; Roberto Requejo, Elevated Chicago; Marly Schott, Elevated Chicago. Front row, left to right: Carolyn Back, CMAP; Todd Vanadilok, Egret & Ox Planning; Cindy Cambray, CMAP; Enrique Castillo, CMAP; Julie Burros, CMAP



Left to right: Erik Varela, IIPD executive director; Ivan Solis, IIPD board chair; Dustin Calliari, CMAP; Sema Abulhab, CMAP; and Dr. P.S. Sriraj, IIPD board vice chair



ON TO 2050 exhibition at the Gail Borden Public Library in Elgin



Executive Director Aleman provides the Wall Street Journal with insights on the rail system and economy

FOCUS ON TRANSPORTATION

CMAP plays a key role in advancing our shared vision and goal of a transportation system that works better for everyone. Through our federally required MPO functions, CMAP allocates federal transportation funds, manages the transportation planning process, develops the long-range transportation plan, and produces the Transportation Improvement Program and the Unified Planning Work Program.

We also maintain travel models and data resources to support air quality conformity determinations, transportation equity analyses, and long and short-range planning work and initiatives.

Thanks to the federal Infrastructure Investment and Jobs Act (IIJA), our region has tremendous opportunities to rebuild and reimagine our infrastructure and advance priorities of equity, climate and resiliency, accessibility, and safety. We are maximizing those opportunities by speaking with one voice and achieving consensus around our region's highest-priority projects. CMAP continues to collaborate with federal, state, and regional partners to achieve consensus on expanding the region's funding opportunities available under the IIJA.

PART proposes solutions to avoid transit funding crisis in our region

In December 2023, CMAP delivered the Plan of Action for Regional Transit (PART) to legislative leaders. Business and civic leaders from across the region — including state, county, and local elected officials — joined CMAP in calling on state lawmakers to act on the legislative options.

Transit agencies in northeastern Illinois face a fiscal cliff, with an expected budget shortfall of \$730 million in 2026. PART provides the big, bold solutions needed to transform and strengthen northeastern Illinois' transit system. CMAP brought together representatives from business, community, environmental, labor, and civic sectors to develop a menu of solutions. PART also supports our region's ON TO 2050 principles of inclusive growth, resilience, and prioritized investment.

CMAP and the many partners involved in PART organized the report around three themes:

- **The system we want:** Ideas to rebuild public confidence, increase ridership, and improve the experience for all types of riders — to ensure transit service is seamless and affordable.
- **How to pay for it:** Reforms and funding options that can close the multimillion-dollar shortfall facing the region's transit system.
- **How to implement it:** Efforts to address governance structures and how funding is distributed.

Learn more at cmap.is/PART



Regional leaders gather to deliver the Plan of Action for Regional Transit

CMAP has risen to the task set before it and has prepared a strong report on a difficult issue.

- Cook County Board President Toni Preckwinkle

CMAP managed the PART process in a way that allowed the steering committee to have robust conversations on the important challenges facing the region's transit system.

- David Narefsky
PART Steering Committee member
and Partner at Mayer Brown

These 129 pages include proposed solutions built on sound policy, data, research, analysis, and consensus. Everything in this report is focused on strengthening our transit system for the people who call northeastern Illinois home. Now is the time to be bold — to chart a path for the next 50, 100 years of transit investments that lives up to the region's economic, equity, and climate commitments.

- CMAP Executive Director Erin Aleman

Improving accessibility across northeastern Illinois

Communities across the region are taking advantage of CMAP's resources in an effort improve accessibility and comply with the Americans with Disabilities Act (ADA).

CMAP is providing in-person trainings with guidance on ADA self-evaluation and design standards, transition plans, and the role of ADA coordinators. More than 300 local government representatives attended a series of 9 trainings hosted by CMAP in 2023.

Learn more at cmap.is/accessibility

Making travel safer in northeastern Illinois

CMAP and the Illinois Department of Transportation, in partnership with six of the region's counties, are working together to increase traffic safety through the development of a regional traffic safety framework and countywide safety action plans.

Leveraging a \$5 million federal grant award, CMAP is delivering technical assistance to implement the Safe Travel for All Roadmap program that aims to address a rise in traffic deaths, particularly among pedestrians and bicyclists.

Learn more at cmap.is/safety

The TIP puts plans into action

CMAP manages the Transportation Improvement Program (TIP), which is the region's five-year program for implementing the long-range plan. CMAP manages the programming of federal funds for local transportation projects across the counties and municipalities in northeastern Illinois. These projects can include road maintenance and expansion, bicycle and pedestrian networks, signal systems, bridge repair, intersection improvements and more.

CMAP conducted a regional call for projects and evaluated applications to be funded with these federal programs:

- Congestion Mitigation and Air Quality Improvement Program (CMAQ)
- Carbon Reduction Program (CRP)
- Surface Transportation Program (STP)
- Transportation Alternatives Program (TAP-L)

2023 ACCESSIBILITY PROGRAM SNAPSHOT

- 9 ADA training events
- 300+ ADA training attendees
- 360 ADA training video views
- 10 Accessible Communities newsletters
- 127% increase in newsletter subscribers

2023 SAFETY PROGRAM SNAPSHOT

- 6 Safety News newsletters
- 72% increase in newsletter subscribers
- 3 regional conference presentations
- 1 feature in [American Infrastructure Magazine](#)

2023 TRANSPORTATION IMPROVEMENT PROGRAM SNAPSHOT

- **\$350 million/year** in the TIP (CMAQ, CRP, STP, TAP-L)
- **1,966** projects in the TIP
- **3600+** changes to the TIP
- **11 councils of mayors and the City of Chicago** supported with the management and implementation of **800+ federally-funded projects** to improve safety, accessibility, pavement and bridge condition across the locally-maintained bicycle, pedestrian, and roadway network
- In 2023, the TIP awarded funding through the **new Carbon Reduction Program** for the first time, for transit facility improvements:
 - **\$100M** for the CTA's Red Line Extension
 - **\$15M** for CDOT's Blue Line Washington Station project
 - **\$12M** for Pace's Pulse Halsted Line

FOCUS ON CLIMATE

CMAP works with its partners to collectively inform our work, establishing transportation emission reduction targets and leveraging existing transportation investment processes to advance climate action. But most importantly, to help the region attain its climate goals and substantial health benefits.

To advance our region's goal of advancing action to mitigate and adapt to the effects of climate change and preserve high-quality water resources, CMAP is investing in two major climate planning efforts: the development of a regional climate action plan and a partnership with two national laboratories.

Mitigating greenhouse gases through climate action planning

In 2023, CMAP and the Metropolitan Mayors Caucus (MMC) partnered on a planning grant to update and expand existing regional climate mitigation plans that address greenhouse gas (GHG) emissions and establish GHG reduction measures throughout the entire metropolitan statistical area, including parts of Illinois, Indiana, and Wisconsin. Continuing into 2024, CMAP will support MMC's development of a priority climate action plan consisting of a focused list of near-term, high-priority, implementation-ready measures to reduce GHG pollution.



CMAP and its partners are collaborating on GHG emissions reduction measures

Planning for clean energy through partnerships

In partnership with ComEd and the Respiratory Health Association, CMAP received a \$500,000 award through the U.S. Department of Energy's Clean Energy to Communities initiative. The initiative supports community-driven projects for solutions focused on the electrification of transportation, buildings, and industry.

Over the next three years, this multidisciplinary team will conduct research and modeling with Argonne and Oak Ridge national laboratories to better understand the types and scale of action needed to foster a clean energy transition for the region's transportation system.

With these partners, CMAP will be able to better inform its work around regional climate action planning to establish transportation emission reduction targets. And most importantly, help the region attain its climate goals and substantial health benefits for its communities.

2023 CLIMATE PROGRAM SNAPSHOT

- **10** Climate News newsletters
- **55%** increase in newsletter subscribers
- **291** attendees for **2** webinars:
 - Climate Action Planning, to empower municipalities to make their own plans and use CMAP's GHG emissions data
 - Priority Climate Action Planning, to educate partners about transformative funding available and encourage collaboration on regional projects

Greater Chicagoland Economic Partnership advances regional economic development

The Greater Chicagoland Economic Partnership (GCEP), a first-of-its-kind collaboration among the seven counties and the City of Chicago, launched in early 2023. CMAP played a critical role in developing the partnership with World Business Chicago (WBC) and regional leaders.

The GCEP's goal is to drive economic growth and advance equity by working together as a region. The partners are coordinating international engagement and sharing resources like market research, business leads, and asset mapping to achieve greater efficiency and scale.

In 2023, WBC published the Regional Asset Map, which highlights the region's competitive advantages, and is a key deliverable for our GCEP commitment. The GCEP asset map provides a deep dive into the region's strengths, spotlighting eight critical categories, including human capital, infrastructure, innovation, and global influence, inclusive of urban, suburban, and rural settings.

Learn more at [World Business Chicago](#)

Data tool strengthens regional economic efforts

Economic development organizations and other partners across the region can understand data on job quality and access thanks to a new interactive tool CMAP launched in late 2022.

This past year, communities used the tool to understand the advantages of their local labor market, identify where support is needed, and develop action plans to strengthen industries that support shared prosperity.

An accompanying plan provides a set of strategies to improve regionally coordinated economic development and COVID-19 recovery efforts.

This work is the result of efforts by CMAP, county board chairs, the City of Chicago, economic development organizations, and other partners to boost economic growth through regional coordination.

Learn more about the [Job Quality and Accessibility Analysis tool](#)



CRAIN'S CHICAGO BUSINESS

Editorial: Combining forces on economic development is a smart move

2023 GREATER CHICAGOLAND ECONOMIC PARTNERSHIP SNAPSHOT

- **65** research requests for information by the WBC Research Center
- **44** event invitations extended to GCEP partners
- **36** regional project leads shared with GCEP partners
- **7** regional innovation and venture events

Source: WBC, December 2023



Chicago Metropolitan Agency for Planning

TIP STRATEGIES

OVERVIEW

Communities that understand the pain points of their local labor force are better equipped to respond effectively to the evolving needs of resident workers. The occupational quality and accessibility tool can help stakeholders better understand those pain points by highlighting existing advantages of the local labor market and where support is needed to expand opportunities for greater prosperity.

Key Findings

The tool provides data on the region's employment and job quality

FOCUS ON PEOPLE

Engaging with people and partners

Our people-focused purpose drives everything CMAP does. We continue to put people at the center of our work and prioritize connecting, engaging, collaborating, and fostering relationships to deliver on our mission and goals.

In 2023, we invested in connections with stakeholders across the region to reflect their voices in PART and delivered our State of the Region message to numerous audiences. We welcomed our first community cohort and continued with strategic engagement with our partners and team members.

Connecting with community leaders for regional equity

CMAP welcomed its inaugural Community Alliance for Regional Equity (CARE) cohort in 2023. These twelve community-based organizations work with CMAP to make the agency's investment processes more equitable and foster deeper community partnerships. The program is part of CMAP's multiyear investment in meaningful and inclusive engagement with communities that are traditionally excluded from the planning process.

In 2023, the CARE cohort provided expertise, community experience, and consultation to CMAP on eight projects, including PART, a transportation project analysis tool, community characteristics for equitable investment, participatory budgeting, flood resilience, and the Safe Travel for All Roadmap. The second CARE cohort has begun already, with the addition of three new community organizations in 2024.

Learn more at cmap.is/communityalliance

Deepening relationships within our 284 municipalities

In 2023, CMAP conducted six Local Government Network (LGN) initiatives to deepen the agency's relationships with the communities it serves. This year, we connected with Cook County communities eligible for FEMA funds and shared resources; highlighted important information about Community Data Snapshots; provided welcome packets for new mayors and village presidents after municipal elections; and collected information about zoning districts to update the regional zoning database.

2023 PEOPLE AND PARTNERS SNAPSHOT

Plan of Action for Regional Transit

- 109 presentations, briefings, and focus groups
- 5 steering committee meetings

State of the Region

- 11 presentations and award ceremonies
- 5 council of government/county forums

Partner engagement

- 90+ planning outreach events
- 37 executive director speaking engagements
- 28 FLIP students
- 6 LGN initiatives
- 6 IJJA convenings
- 3 CMAP and County Board Chair meetings

External communications and engagement

- 52 CMAP newsletters sent
- 27,000 CMAP newsletter subscribers
- 676,000 impressions across social media platforms

Internal communications and engagement

- 25 interns onboarded
- 24 team members onboarded
- 13 WelMAP staff events
- 8 In the Loop lunch and learns
- 3 DEI trainings

The LGN program, initially launched in 2020, pairs each of the region's 284 municipalities and 7 counties with a CMAP staff person. These liaisons share timely information, highlight available resources, and route on-demand partner questions to CMAP subject matter experts.

Cultivating the next generation of planners

CMAP welcomed 28 high school students for its 15th annual Future Leaders in Planning (FLIP) program. Students explored the planning field and how it shapes our region's communities, connecting with experts and changemakers in civic engagement and community development. Students visited The Hatchery Chicago, a nonprofit incubator in Garfield Park; the Far South Side Community Development Corporation; and the We Sow We Grow Project's urban farm and garden. FLIP students also explored the Chinatown and Evanston communities to understand the impact of planning.

For the first time in the program's history, CMAP provided students with a stipend for participating in FLIP. The program also provided lunch and public transportation for field trips and students' commutes.

Prioritizing our people and culture

CMAP continues to place a high priority on organizational culture and supporting our excellent team. As a result of these strategic efforts, our goals are to retain employees; improve employee satisfaction, morale, and performance levels; encourage team building and promote collaboration; break down silos; provide a welcoming and inclusive work environment; and empower our staff to center equity in their work to help the region.

CMAP continues to invest in professional development, training, and our career framework system to guide each individual's skill and career growth. We are improving our operational systems, including a new payroll system and an enhanced intranet with resources, news, and information.

CMAP remains focused on implementing diversity, equity, and inclusion (DEI) strategies. The DEI Council and working groups are advancing the DEI Roadmap and its three focus areas: workforce, workplace, and community. Projects identified in the 2024 annual work plan include: equitable hiring, onboarding, mentoring, belonging, and professional development.

To gauge employee perceptions of workplace and culture, we conducted an inclusion survey in 2023. An impressive 83 percent of CMAP employees completed the survey, exceeding the team's goal response rate and demonstrating a high degree of engagement. The response rate marked a dramatic improvement over the 33 percent response rate for the 2021 inclusion survey. The survey findings were encouraging and provide clear direction as we continue to foster an inclusive culture through social events, internal communications and engagement, and recommendations for DEI Roadmap projects.



2023 FLIP students who completed their immersive planning experience

Finally in 2023, WeIMAP — our internal committee focused on fostering a more inclusive workplace — hosted several events to promote a social culture and consistently draw strong staff participation, including the Winter Games, Public Service Recognition Awards, Take Your Children to Work Day, Pride celebrations, and more.



CMAP team members celebrating together

CMAP BOARD AND MPO POLICY COMMITTEE

Board

Gerald Bennett, Chair
Southwest Cook County

Carolyn Schofield, Vice chair
McHenry County

Anne Sheahan, Vice chair
City of Chicago

Frank Beal, Board member
City of Chicago

Matthew Brolley, Board member
Kane/Kendall Counties

Karen Darch, Board member
Northwest Cook County

Gary Grasso, Board member
DuPage County

Nina Idemudia, Board member
City of Chicago

Richard Reinbold, Board member
South Cook County

John Roberson, Board member
City of Chicago

Nancy Rotering, Board member
Lake County

Stefan Schaffer, Board member
City of Chicago

Matthew Walsh, Board member
West Cook County

John Noak, At-large member
Will County

Diane Williams, At-large member
Suburban Cook County

Abolfazl (Kouros) Mohammadian
Non-voting member

Leanne Redden
Non-voting member

MPO Policy Committee

Omer Osman, Chair
Illinois Department of Transportation

Jennifer (Sis) Killen, Vice chair
Cook County

Frank Beal, Member
Chicago Metropolitan Agency
for Planning

Jennifer Bertino-Tarrant, Member
Will County

Matthew Brolley, Member
Chicago Metropolitan Agency
for Planning

Mike Buehler, Member
McHenry County

Dorval Carter, Member
Chicago Transit Authority

Deborah Conroy, Member
DuPage County

Jim Derwinski, Member
Metra

Scott Gengler, Member
Kendall County

Sandy Hart, Member
Lake County

Vig Krishnamurthy, Member
Chicago Department of Transportation

Richard Kwasneski, Member
Pace

Corinne Pierog, Member
Kane County

Leanne Redden, Member
Regional Transportation Authority

Cassandra Rouse, Member
Illinois State Toll Highway Authority

Jeffery Schielke, Member
Council of Mayors

Thomas Evenson, Non-voting member,
Class I Railroads

Mark Kane, Non-voting member,
Federal Transit Administration

David Snyder, Non-voting member,
Federal Highway Administration

CONNECT WITH US



CMAP's newsletters

Subscribe to CMAP's newsletters to get updates about transportation, accessibility, climate, and economy. Scan this QR code.

@cmapillinois |    

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

See cmap.illinois.gov for more information.





Chicago Metropolitan Agency for Planning

433 West Van Buren Street
Suite 450
Chicago, IL 60607

312-454-0400
cmap.illinois.gov

MEMORANDUM

TO: CMAP Board and MPO Policy Committee

FROM: Erin Aleman, Executive Director
Henrietta Brown, Deputy, Finance and Administration

Date: January 3, 2024

Re: FY2025 CMAP Proposed budget and regional work plan

This memo is to introduce the draft FY2025 budget and work plan which has been developed to advance the goals and objectives identified in the region's long-range plan (ON TO 2050) and CMAP's FY2023-FY2027 Strategic Direction for fiscal year July 1, 2024 to June 30, 2025.

The FY2025 Budget Summary outlines revenues, expenses and non-operational fund distribution including grants awarded to partner agencies and the associated matching funds. The January 10, 2023, presentation will provide high-level overview for the agency's FY2025 regional work. CMAP will submit a proposed FY2025 CMAP budget and regional work plan to the Board in January for review prior to the February 14, 2024 board meeting. The draft document will then be submitted for approval at the February Board meeting.

MEMORANDUM

To: CMAP Board and MPO Policy Committee

From: CMAP Staff

Date: December 20, 2024

Subject: 2024 roadway safety performance targets

Action Requested: Approval

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

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

MPOs have the option of supporting the state's roadway safety targets or identifying their own regional roadway safety targets for any or all individual measures. In either case, MPOs must identify targets no later than 180 days past the setting of State safety targets, or by February 27, 2024 for the 2024 roadway safety targets. By supporting state targets, MPOs agree to integrate the targets as goals into its planning process and program projects that help meet the State's targets.

CMAP staff presented to the Transportation Committee in [September of 2023](#) on the agency's approach to target setting. Since 2018, CMAP has supported the State's safety targets, which is common practice among MPOs in the U.S. The primary reason for this is that most MPOs have not been in a position to reasonably quantify the impacts of regional safety work.

CMAP intends to set regional safety targets for the first time at the conclusion of the regional safety action planning effort, which is funded by a [Safe Streets and Roads for All \(SS4A\)](#) grant from the USDOT. This work is expected to conclude by early 2026 and will include county-level safety targets and comprehensive work plans associated with achieving the targets. CMAP's goal is to align the county safety targets to create regional targets no later than for the year 2027. This work will be incorporated into the agency's next long-range transportation plan, which is schedule for completion in late 2026.

CMAP is committed to [reducing regional traffic fatalities to zero by 2050](#) and the agency's safety work continues with urgency. In addition to the SS4A work mentioned above, CMAP's [Safe Travel for All Roadmap \(STAR\)](#) program includes many important projects for 2024, including four safe and complete streets projects, and five bicycle and pedestrian plans, each with an emphasis on safety. Additionally,











the STAR program includes a regional safety data effort to improve traffic safety knowledge and data products for the agency and our partners. Staff are also collaborating closely across the STAR and ADA programs, to ensure that both leverage every opportunity to improve travel safety for all road users, with a focus on those most vulnerable to traffic safety risks.

On December 15, 2023, CMAP’s Transportation Committee approved the 2024 roadway safety performance targets, following a presentation by the Illinois Department of Transportation on the Highway Safety Improvement Program and the target setting methodology. **CMAP requests that the CMAP Board and MPO Policy Committee support IDOT’s 2024 roadway safety targets (see Table 2 below).**

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. The current annual performance trend and the four annual assessments by FHWA is shown in table 1 below.

Table 1. IDOT Safety Performance Target Assessment Summary, 2018 – 2021

Performance Measure	Desired Trend	Current Trend	2018 Target	2019 Target	2020 Target	2021 Target
Fatalities			No	No	No	No
Fatality Rate			No	No	No	No
Serious Injuries			Made significant progress	Yes	Yes	Yes
Serious Injury Rate			Made significant progress	Yes	Yes	Yes
Non-motorized Fatalities and Serious Injuries			No	No	Made significant progress	Yes

In 2021, the state achieved its targets for the number and rate of serious injuries as well as that for non-motorized fatalities and serious injuries. The state neither met nor made significant progress towards the two fatality performance targets: number of fatalities and rate of fatalities. Because the state did not meet or make significant progress on at least four of the five targets, IDOT will be required to use all Highway Safety Improvement Program (HSIP) funds for only safety projects and must also develop a HSIP Implementation Plan.

The number of traffic fatalities in Illinois continues to be a grave concern. Consistent with national trends, statewide traffic fatalities began to trend upward in 2014, followed by a spike during the COVID-

19 pandemic. While 2022 fatalities were lower than the previous year, the number remains above pre-pandemic levels, indicating an urgent need to address traffic safety urgently and comprehensively.

IDOT 2024 safety performance targets

IDOT uses two different methods of setting targets, depending on the recent trend of the performance measure. For 2024, IDOT’s targets for both fatalities and rate of fatalities are determined using a policy-based two percent annual reduction in the five-year rolling average. This reflects the agency’s commitment to reversing the upward trend. The targets for serious injuries, rate of serious injuries and non-motorized fatalities and serious injuries are set using an ordinary-least-squares (OLS) trendline method because these measures are trending downward, as desired. For each measure, IDOT uses the method that results in the greatest decrease in the 5-year average. IDOT’s statewide safety targets and the rolling five-year averages are shown in table 2.

Table 2. IDOT 2024 Statewide Safety Performance Targets

Performance Measure	Base Years (5 Year Average)					Target
	2018	2019	2020	2021	2022	2024
Fatalities	1,025.0	1,042.0	1,081.0	1,132.2	1,168.2	1,121.9
Fatality Rate	0.960	0.972	1.036	1.108	1.151	1.105
Serious Injuries	11,967.2	11,566.8	10,713.4	10,251.6	9,618.4	8,418.0
Serious Injury Rate	11.222	10.795	10.177	9.923	9.401	8.498
Non-motorized Fatalities and Serious Injuries	1,561.8	1,584.0	1,492.0	1,496.8	1,459.4	1,375.7

Next steps

Following approval of the recommended 2024 roadway safety targets by both the CMAP Board and MPO Policy Committee in early 2024, staff will communicate the approval to the Illinois Department of Transportation and continue to advance the Safe Travel for All Roadmap (STAR) program of work to reduce fatalities and serious injuries on our roadways. Staff will continue to update our committees on this work.

ACTION REQUESTED: Approval

###

MEMORANDUM

To: CMAP MPO Policy Committee

From: CMAP Staff

Date: January 11, 2024

Subject: 2024 Public Participation Plan

Action requested: Approval

What is the Public Participation Plan?

Federal law requires the Chicago Metropolitan Agency for Planning (CMAP) to create a public participation plan that explains to the public the opportunities to be involved in the transportation planning process that metropolitan planning organizations (MPOs) manage.

Every four years, CMAP develops a public participation plan (PPP) to not only comply with federal requirements, but also to guide the agency's proactive engagement of residents and constituencies in northeastern Illinois. The PPP also establishes core values for how CMAP integrates meaningful public engagement into its planning initiatives. CMAP's previous PPP was approved by CMAP's MPO Policy Committee in 2019.

Meaningful public participation is a key component of CMAP's planning processes, to produce regional plans, a transportation improvement program, and local plans that reflect the values and priorities of the people who live and work in the region. CMAP strives to inclusively identify, engage, and sustain relationships with residents in communities affected by regional planning and to provide all stakeholders reasonable opportunities to be involved in the planning process.

This PPP is intended to serve as a guide to both the public on how to participate in the agency's public committees and initiatives, but also as a resource to CMAP staff for planning public engagement processes.

How was this Public Participation Plan developed?

Multiple levels of review have produced the Public Participation Plan for the committee's consideration. To draft the plan, CMAP staff looked to other MPOs' public participation plans for innovation and best practices. The draft PPP also responds to specific suggestions from the Federal Highway Administration to reflect expansion of the agency's virtual public engagement

tools since the previous PPP. Because this Public Participation Plan also serves as the PPP for the Regional Transportation Authority (RTA), the RTA reviewed an early draft in June 2023. The CMAP Citizens’ Advisory Committee (CAC) reviewed the PPP at its August 2023 meeting and the CAC members’ comments were incorporated into the version for public comment. CMAP’s Transportation Committee reviewed and approved the public comment version on September 22, 2023.

CMAP offered the draft PPP for a required 45-day public comment period from August 21 through October 6, 2023, and received no comment during that time. During the public comment period, CMAP shared the draft PPP on its [website](#), in its newsletters and through its social media channels to invite members of the public and regional stakeholders to provide feedback.

Review	Action	Date
Regional Transportation Authority	Reviewed draft	June 2023
Citizens Advisory Committee	Approved draft	August 8, 2023
Public comment period	Statutorily required 45-day public comment period for draft document	August 21 through October 6, 2023
Transportation Committee	Approved draft	September 22, 2023
MPO Policy Committee	Review, approval	January 11, 2024

Staff welcomes the committee’s review and comments on the draft PPP and any questions about the process. The draft plan is linked here ([Public Participation Plan 2024_FINAL.pdf](#)) and included in the committee’s packet.

Action requested: Staff requests the committee’s review and approval of the 2024 Public Participation Plan.

Public Participation Plan

Adopted January 2024



Chicago Metropolitan
Agency for Planning

MPO Policy Committee members and representation

Frank Beal, Chicago Metropolitan Agency for Planning
Jennifer Bertino-Tarrant, Will County
Vig Krishnamurthy, Chicago Department of Transportation
Matt Brolley, Chicago Metropolitan Agency for Planning
Mike Buehler, McHenry County
Dorval Carter, Chicago Transit Authority
Deb Conroy, DuPage County
Jim Derwinski, Metra
Thomas Evenson, Class I Railroads (non-voting)
Scott Gengler, Kendall County
Sandy Hart, Lake County
Mark Kane, Federal Transit Administration (non-voting)
Jennifer (Sis) Killen, Cook County
Richard Kwasneski, Pace
Omer Osman, Illinois Department of Transportation
Corinne Pierog, Kane County
Leanne Redden, Regional Transportation Authority
Cassandra Rouse, Illinois State Toll Highway Authority
Jeffery Schielke, Council of Mayors
David Snyder, Federal Highway Administration (non-voting)

CMAP Board members and representation

Frank Beal, City of Chicago
Gerald Bennett, southwest Cook County (Chair)
Matthew Brolley, Kane County, Kendall County
Karen Darch, northwest Cook County
Gary Grasso, DuPage County
Nina Idemudia, City of Chicago
Abolfazl (Kouros) Mohammadian (non-voting)
John Noak, Will County
Leanne Redden (non-voting)
Richard Reinbold, south Cook County
John Roberson, City of Chicago
Nancy Rotering, Lake County
Stefan Schaffer, City of Chicago
Carolyn Schofield, McHenry County
Anne Sheahan, City of Chicago
Matthew Walsh, west Cook County
Diane Williams, suburban Cook County

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About CMAP

The Chicago Metropolitan Agency for Planning (CMAP) convenes government and transportation leaders in northeastern Illinois to advance the region's goals for a transportation system that works better for everyone, a robust and inclusive regional economy, and effective collaboration to address the impacts of climate change. CMAP works with the region's transportation agencies, municipalities, counties, and residents to solve challenges that are too big for any one jurisdiction to solve on its own.



With its partners, CMAP developed ON TO 2050, a comprehensive regional plan to help the seven counties and 284 communities of northeastern Illinois implement solutions that address transportation, housing, economic development, open space, the environment, and other quality-of-life issues.

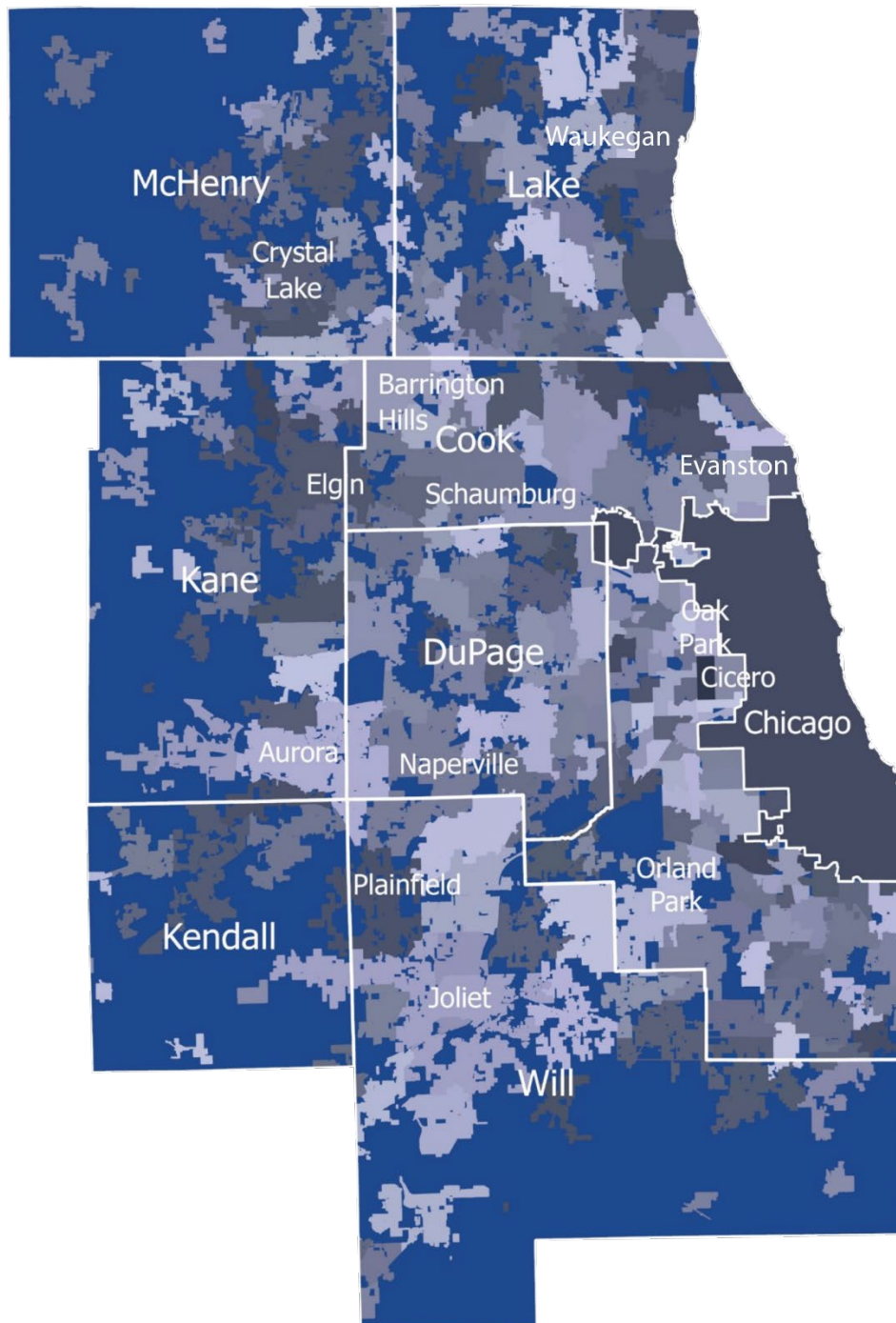
Federal regulations require CMAP to carry out a continuing, cooperative, and comprehensive performance-based multimodal transportation planning process. The process must encourage and promote the safe and efficient development, management, and operation of surface transportation systems to serve the mobility needs of people and freight, foster economic growth and development, and take into consideration resiliency needs, while minimizing transportation-related fuel consumption and air pollution.

Historically, transportation and land use decisions have disproportionately affected underserved, disadvantaged, and overburdened communities, which have borne the burdens of those decisions without realizing many of the benefits. Planners and decisionmakers have an obligation to not perpetuate those disparities and to redress them through planning processes that meaningfully integrate equity at every stage, including project selection, funding allocation, project development, and public engagement.

Meaningful and inclusive public engagement is an essential component of CMAP's planning processes, with the goal to produce regional plans, a transportation improvement program, and local plans that reflect the values and priorities of the people who live and work in the region. CMAP strives to proactively identify, engage, and sustain relationships with residents in communities affected by regional planning and to provide all stakeholders meaningful opportunities to be involved in the planning process. Public input is critical not only to produce more equitable outcomes, but because achieving our common vision will depend on the support and coordinated action of the region's implementers.

Our region

Northeastern Illinois is the third largest metropolitan region in the United States and includes over 8.6 million residents, 284 municipalities, and over 4,000 square miles. The region encompasses the seven counties in northeastern Illinois (Cook, DuPage, Kane, Kendall, Lake, McHenry and Will), plus Aux Sable Township in Grundy County, and Sandwich and Somonauk townships in DeKalb County. CMAP represents the entire seven-county region of northeastern Illinois in all its economic, geographic, and demographic diversity.



Our vision

An inclusive and thriving region

Our mission

To serve the people of the region by driving innovation, fostering shared action, and advancing toward a common vision.

Our core values



Serve with passion

We are passionate about serving the people of metropolitan Chicago. We build public trust by being good stewards of public resources and proactively sharing information.



Pursue equity

We are guided by the principle that everyone has a right to opportunity and a high quality of life. We work to realize equity for all.



Foster collaboration

We believe inclusion and collaboration strengthen our work. We seek out the voices of those who often go unheard or face barriers to public participation.



Lead with excellence

We lead on issues that advance the region. We believe in the power of data and the story it tells. We identify and share solutions and inspire others to adapt them for their communities.



Drive innovation

We are driven by the desire to find more efficient methods to achieve the most impact. We do this by seeking new solutions to old problems, taking calculated risks, and daring to try them.

What is CMAP's Public Participation Plan?

This Public Participation Plan (the Plan) guides CMAP's proactive public engagement of the residents and constituencies of northeastern Illinois to plan a multi-modal transportation system that meets the region's transportation, economic, and climate goals. Federal guidelines require the participation of interested parties in the development of transportation plans. Under those guidelines, Metropolitan Planning Organizations (MPO) must have a Public Participation Plan that guides engagement efforts.

This Plan aims to:

- Establish core principles for public engagement
- Explain how CMAP integrates meaningful public participation into its activities
- Outline the agency's strategies and communications and engagement methods and channels for broadening and deepening public engagement in its planning processes, including engagement of residents in historically marginalized communities.
- Provide residents with the guidance and information necessary to participate in and influence regional policy development and decision-making processes.
- Serve as a resource and guide for CMAP staff to plan their public engagement processes, highlighting best practices and exploring new tools and innovative practices to ensure the agency's plans reflect the priorities of the region's residents.

This Plan is intended to be responsive to the region's varied constituencies, to ensure that the agency's plans reflect the priorities of the region's residents.

The Regional Transportation Authority (RTA) and the region's service boards — the Chicago Transit Authority (CTA), Metra, and Pace Bus — are all direct recipients of federal grants and rely upon CMAP's public participation process to fulfill some of the federal requirements related to the proposed Transportation Improvement Program and Program of Projects (Appendix C). The methods and processes in this Plan are also intended to ensure CMAP meets federal and state requirements for public participation.



Principles

The agency's vision for public participation is rooted in CMAP's mission to advance equity in northeastern Illinois by investing resources in engagement strategies that lift the voices of those who have been historically left out of the decision-making process, and working to ensure systemically excluded communities can meaningfully influence decision-making.

- Effective engagement is grounded in two-way education and trust building.
 - CMAP will work to build and strengthen relationships with historically marginalized communities to integrate their perspectives and priorities and to give voice to these communities in the agency's local and regional planning processes.
- Engagement requires openness and transparency.
 - CMAP is committed to transparent decision-making processes that are informed by meaningful public consultation and community engagement and empower historically marginalized communities to participate in decision-making that affects them.
- Effective engagement is not one-size-fits-all.
 - CMAP will tailor its efforts to each unique project and stakeholder to enhance community engagement while making meaningful efforts to increase participation opportunities for those most affected by past and current decisions.
- Effective engagement demands accountability.
 - CMAP will inform its constituencies of opportunities to participate in public processes in a timely manner, and clearly demonstrate how community voices have influenced planning and policy decisions.
 - CMAP will measure and evaluate its public engagement outcomes for greater and more equitable impact.

Public input on the Public Participation Plan

Drafts of this Plan were reviewed by CMAP staff and the Citizens' Advisory Committee before it was offered for public comment from [date] to [date], the federally required 45-day comment period. During the public comment period, CMAP circulated the draft Plan to transportation agencies, community and civic organizations, municipal and county officials, and the general public using multiple communications channels. CMAP welcomes input on this Plan and suggestions for improving its public engagement. Public input received during the comment period was reviewed by CMAP staff, who responded to every commenter and amended the final draft as needed. This Public Participation Plan will be submitted to the CMAP Board for adoption in January 2024 and will be reviewed periodically for relevant updates.

What are ongoing opportunities for public participation at CMAP?

The public and stakeholders have numerous opportunities to contribute to and enhance CMAP’s work in the region. CMAP invites public participation and shares these opportunities through multiple channels, including the agency’s website, active social media, and regular topical newsletters. CMAP is committed to an innovative and responsive community engagement process, meeting residents where they are to connect them to the agency’s planning initiatives and incorporate their input in the planning and decision-making process.

Participation in public meetings

CMAP welcomes public participation in the meetings of its public bodies and seeks to ensure access to its public processes beyond federal and state requirements in accordance with the Illinois Open Meetings Act. CMAP’s public meetings are offered in real time on virtual meeting platforms, such as Zoom, as set forth in the agency’s by-laws and in compliance with the Regional Planning Act. Following cessation of the COVID-19 public health emergency declaration that permitted public meetings by video conference, the CMAP Board approved a policy to continue to provide the public with the opportunity to remotely attend the agency’s public meetings, even though the public bodies themselves are required to meet in person. The public is also welcome to attend the agency’s public meetings in person.

All CMAP public committees meet in CMAP’s ADA-accessible fourth floor offices at 433 West Van Buren. The public is invited to attend committee meetings both in person and on Zoom. The agency offers reasonable accommodations and language interpretation upon request to attend or join its public meetings.



CMAP board and committees

CMAP Board and MPO Policy Committee

CMAP’s Board guides the agency’s operations and policy initiatives and approves its work plan and budget. The 17-member Board reflects balanced representation from the seven counties of Cook, DuPage, Kane, Kendall, Lake, McHenry, and Will. CMAP operates pursuant to the Illinois Regional Planning Act.

The MPO Policy Committee serves as the federally designated metropolitan planning organization for northeastern Illinois and approves all plans, reports, and programs required of an MPO, including the federally mandated long-range transportation plan, Transportation Improvement Program (TIP), and Unified Work Program. Members of the MPO Policy Committee, representing municipalities, counties, and transportation and federal agencies, are designated by the Illinois governor and local officials.

The CMAP Board and MPO Policy Committee have jointly adopted a memorandum of understanding that is the framework for integrating land use and transportation through CMAP's regional comprehensive planning process. The memorandum of understanding covers the working relationship between the two boards, whose responsibilities are defined in the Regional Planning Act and federal legislation. The MPO Policy Committee and CMAP Board affirm their commitment to coordinate and integrate the region's planning for land use and transportation in an open and collaborative process.

Advisory committees

CMAP is also guided by several advisory level committees. The Council of Mayors provides feedback on transportation funding decisions, and the Citizens' Advisory Committee provides an avenue for public participation. The agency's working level committees include the Climate, Regional Economy, and Transportation committees, which advise the Board and MPO Policy Committee on their respective subject matter areas. The agency's Coordinating Committee comprises the members of the CMAP Board and working committees and facilitates communication across the agency's public bodies.

The CMAQ and TAP Project Selection Committee programs funds for projects submitted through calls for projects issued generally every two years. Similarly, CMAP's Surface Transportation Project Selection Committee oversees selection of projects funded through a shared regional fund for projects submitted in a call for projects.

Local planning projects

CMAP provides technical assistance on local projects help to build local capacity, engage communities, empower local governments to solve community challenges, and connect local partners to resources and capital funding for infrastructure investments. Each local planning project includes a communications and engagement strategy that identifies key audiences and the methods and tools to best engage varied stakeholders.

Transportation Improvement Program

CMAP's Transportation Improvement Program (TIP) is both the process that CMAP uses for planning and programming transportation funding *and* the approved six-year program of federally funded transportation projects for northeastern Illinois. The TIP is a tool used by the agency's transportation partners and the public to track the use of local, state, and federal transportation funds.

Developing and updating the TIP involves multiple partners, including local and county governments, federal and state governments, transit agencies, the Illinois Tollway, class I railroad companies, and the general public. The TIP program of projects is regularly updated and amended through the CMAP Transportation Committee. Amendments are posted on the eTIP public website, and linked within committee meeting materials that are available for public comment one week prior to committee

consideration. Major project changes with the potential to affect the region’s air quality undergo an analysis to ensure that those projects do not produce new air quality violations or worsen existing violations. Proposed changes are reviewed and released for a 30-day public comment period by the Transportation Committee and are presented to the CMAP Board for a recommendation to the MPO Policy Committee for approval. The public is encouraged to attend all CMAP committee meetings, and materials for those meetings are posted to the CMAP website one week prior to committee meetings.

Residents are strongly encouraged to engage with their municipal or county transportation agencies on the projects chosen for implementation.

Long-range transportation planning

CMAP is committed to engaging regional constituencies to develop and update its federally mandated, long-range transportation plans. In 2018, the agency adopted ON TO 2050, a comprehensive plan for the northeastern Illinois region, building on its predecessor plan, GO TO 2040. CMAP conducted extensive public engagement over three phases for the development of the ON TO 2050 plan, employing multiple strategies and methods to involve stakeholders in the planning process and reaching over 100,000 residents to generate thousands of comments and insights to guide CMAP’s planners. A [summary](#) of public engagement for ON TO 2050 describes how public input was explicitly considered and incorporated into the final plan.

To update the ON TO 2050 plan in 2022, CMAP invited stakeholders to provide input at key stages and for specific technical components. CMAP leveraged a variety of engagement and communications strategies and tactics to engage diverse stakeholders for feedback and guidance on the ON TO 2050 update.

Development of the next long-range transportation plan will prioritize meaningful and inclusive community engagement across the seven counties of northeastern Illinois and deploy tools and methods to reach stakeholders where they are. It will explain the public decision-making process for transportation plans that represent significant investment of public funding in our communities. These plans will produce designs which result in construction of projects that will affect communities for generations.

The Community Alliance for Regional Equity

In 2023, CMAP launched its [Community Alliance for Regional Equity](#) (CARE), a ground-breaking partnership with twelve community groups to deepen the agency’s relationships with historically marginalized communities and acknowledge the broad expertise and lived experiences of those communities in the agency’s planning work. Through innovative use of transportation funding, CMAP provides a \$10,000 annual honorarium to 12 organizations to bring the voices of those communities to regional decision making that affects them. The CARE cohort will guide CMAP on focused planning initiatives and strengthen the agency’s connection to key regional stakeholders.



Resource groups

CMAP periodically convenes subject matter or community experts to provide guidance on agency projects and policy initiatives. These resource groups take shape in response to the agency's ongoing and specific needs for expertise.

Public information

CMAP offers many ways to stay informed about the agency's activities and for stakeholders to share input on agency initiatives.

CMAP continuously seeks and implements new ways to enhance its robust and accessible communications program and methods, and to explore innovation and measure for effectiveness.

Newsletters

CMAP retooled its newsletter program to provide more tailored messages to target audiences and will continue to adapt its communications to meet audience expectations. The agency publishes a monthly general newsletter and several topical newsletters that align with the agency's priorities (Transportation, Climate, and Regional Economy) to share news and relevant information with the intent of connecting readers to resources and more information on the CMAP website. Anyone interested in CMAP's newsletters can subscribe [through GovDelivery](#) and find the newsletters on the agency's [website](#).

Website

CMAP's website, cmap.illinois.gov, is home for everything to know about the agency. CMAP shares news, events, meetings, documents, plans, committee information, and data on its website. In 2024, CMAP will launch a new and improved website with stronger search functionality to ensure visitors find the information and resources they seek.

Social media

The agency actively uses social media as a communications channel and to engage its constituencies. CMAP shares updates about the agency's activities on [Facebook](#), [LinkedIn](#) and [Instagram](#). CMAP also posts meeting videos and webinar recordings on its [YouTube](#) channel.

CMAP's communications and engagement team

For more information about the agency's public engagement processes and how to get involved, email communications@cmap.illinois.gov, call CMAP at 312-454-0400, or visit the agency at 433 West Van Buren Street, Suite 450, Chicago, Illinois, 60607.

How does CMAP create public participation processes?

Communications and engagement plans

When creating a public participation process, the CMAP project team works collaboratively with the agency's communications and engagement staff to develop an engagement plan with goals, target audiences, equity analysis, timeline, decision points and milestones, strategies, methods, and metrics for evaluation. Engagement plans should be attuned to each stakeholder group and designed for specific purposes, as well as meet each project's needs and state and federal requirements. These communications and engagement plans are not fixed in stone; rather, they are living documents that respond and evolve to meet the community's needs and incorporate learning along the way to make the engagement more effective.

Stakeholder identification

CMAP is committed to engaging and incorporating input from a range of stakeholders, including:

General public – all residents of the region, with special consideration of historically excluded groups, including people of color, residents with low-income, persons living with disabilities, youth, Native American and Indigenous residents, and residents with limited English proficiency.

Community organizations – environmental justice advocates, special interest nonprofit organizations, neighborhood groups, ethnic and cultural groups, immigrant organizations, and the faith community.

Government agencies – public entities such as transit agencies, municipalities, counties, other regional agencies, councils of government, and agencies at the state and federal levels.

Elected officials – elected representatives at all levels, including members of city councils and village boards, members of county elected boards, and state and federal legislators.

Business community – private-sector entities whose work intersects with transportation and land use planning, including regional anchor institutions, business associations, private transportation providers, manufacturers, tourism groups, freight shippers, planning professionals, consulting firms, civic organizations, technology developers, and non-profit business interest groups.

Educational institutions – universities, community colleges, educational organizations, schools, and school districts.

To create an effective public process, staff identifies key stakeholders for the project, thinking beyond the usual suspects. An engagement plan addresses barriers to participation for specific audiences and explains how to overcome them.

Stakeholders' level of participation is determined at the outset of every initiative and communicated in timely ways to all participants. The project team communicates to stakeholders about the project, its goals and objectives, and how engagement will guide the project. The level of participation can range from exchanging information to collaborating on the project to empowering stakeholders to make final decisions.

Tools and methods

CMAP uses a mix of tools and methods to effectively reach and engage its target audiences in inclusive and meaningful ways. These range from high-touch to high-tech, from in-person to fully virtual, from informational to interactive, all deployed to meet audiences where they are and to overcome barriers to participation. The tools and methods CMAP uses ensure that people with diverse needs and experiences are aware of and can participate in opportunities to affect decision-making.

CMAP has fully integrated virtual public involvement tools in the agency's public engagement strategies. Virtual meeting platforms, webinars, videos, live-streaming, hybrid meetings, and online live polling expand the agency's reach and make CMAP's engagement more accessible, convenient, and affordable for more residents.

A comprehensive list of tools and methods by engagement level and audience is included in Appendix E.



What are some best practices in public engagement?

A meaningful and inclusive public engagement process:

- Includes a budget with compensation for community expertise
- Develops metrics for success and confirms those metrics with stakeholders
- Creates and uses meaningful outcome measures
- Coordinates with other public engagement efforts to reduce the burden of participating for many residents
- Holds meetings and events where people already gather and at times that accommodate different work schedules
- Plans events to be accessible by public transit and in ADA-accessible places
- Proactively offers language accessibility in printed materials and through interpretation services
- Provides content in accessible ways and recognizes the digital divide
- Uses clear and plain language and avoids jargon
- Considers investment in childcare and food to enable parents and caretakers to engage
- Respects the wisdom of youth
- Provides parallel in-person and virtual venues with the same opportunities to participate
- Looks for opportunities to assess the demographics of participants and adjust engagement efforts to address any gaps
- Seeks to understand residents' lived experiences and their hard truths

Evaluating CMAP's public participation processes

CMAP commits to monitoring the strategies and practices in this Public Participation Plan to ensure a far-reaching and open public engagement process and to shape its ongoing improvement. Evaluation of CMAP's public engagement will include hard data, such as event attendance, attendee demographics (if possible), surveys and survey participation rates, polling results, feedback levels, website interactions, email open rates and click-throughs, social media analytics, engagement platform analytics, webinar attendance, and website comments. In addition, and wherever possible, CMAP will ask the public to rate the effectiveness of its public engagement activities and measure qualitative aspects such as changes made to a program as a direct result of community input.

At regular intervals, CMAP will specifically assess its outreach to underrepresented populations, defined by Title VI and Executive Order 12898 on Environmental Justice. The Federal Highway Administration and Federal Transit Administration examine CMAP's public engagement processes during certification reviews every four years.

Appendix A: Northeastern Illinois' 284 municipalities

Addison	Campton Hills	Flossmoor	Hodgkins
Algonquin	Carol Stream	Ford Heights	Hoffman Estates
Alsip	Carpentersville	Forest Park	Holiday Hills
Antioch	Cary	Forest View	Homer Glen
Arlington Heights	Channahon	Fox Lake	Hometown
Aurora	Chicago	Fox River Grove	Homewood
Bannockburn	Chicago Heights	Frankfort	Huntley
Barrington	Chicago Ridge	Franklin Park	Indian Creek
Barrington Hills	Cicero	Geneva	Indian Head Park
Bartlett	Clarendon Hills	Gilberts	Inverness
Batavia	Coal City	Glen Ellyn	Island Lake
Beach Park	Country Club Hills	Glencoe	Itasca
Bedford Park	Countryside	Glendale Heights	Johnsburg
Beecher	Crest Hill	Glenview	Joliet
Bellwood	Crestwood	Glenwood	Justice
Bensenville	Crete	Godley	Kaneville
Berkeley	Crystal Lake	Golf	Kenilworth
Berwyn	Darien	Grayslake	Kildeer
Big Rock	Deer Park	Green Oaks	La Grange
Bloomington	Deerfield	Greenwood	La Grange Park
Blue Island	Des Plaines	Gurnee	Lake Barrington
Bolingbrook	Diamond	Hainesville	Lake Bluff
Braceville	Dixmoor	Hampshire	Lake Forest
Braidwood	Dolton	Hanover Park	Lake in the Hills
Bridgeview	Downers Grove	Harvard	Lake Villa
Broadview	East Dundee	Harvey	Lake Zurich
Brookfield	East Hazel Crest	Harwood Heights	Lakemoor
Buffalo Grove	Elburn	Hawthorn Woods	Lakewood
Bull Valley	Elgin	Hazel Crest	Lansing
Burbank	Elk Grove Village	Hebron	Lemont
Burlington	Elmhurst	Hickory Hills	Libertyville
Burnham	Elmwood Park	Highland Park	Lily Lake
Burr Ridge	Elwood	Highwood	Lincolnshire
Calumet City	Evanston	Hillside	Lincolnwood
Calumet Park	Evergreen Park	Hinsdale	Lindenhurst

Lisbon	North Chicago	River Forest	Thornton
Lisle	North Riverside	River Grove	Tinley Park
Lockport	Northbrook	Riverdale	Tower Lakes
Lombard	Northfield	Riverside	Trout Valley
Long Grove	Northlake	Riverwoods	Union
Lynwood	Oak Brook	Robbins	University Park
Lyons	Oak Forest	Rockdale	Vernon Hills
Manhattan	Oak Lawn	Rolling Meadows	Villa Park
Maple Park	Oak Park	Romeoville	Virgil
Marengo	Oakbrook Terrace	Roselle	Volo
Markham	Oakwood Hills	Rosemont	Wadsworth
Matteson	Old Mill Creek	Round Lake	Warrenville
Maywood	Olympia Fields	Round Lake Beach	Wauconda
McCook	Orland Hills	Round Lake Heights	Waukegan
McCullom Lake	Orland Park	Round Lake Park	Wayne
McHenry	Oswego	Sandwich	West Chicago
Melrose Park	Palatine	Sauk Village	West Dundee
Merrionette Park	Palos Heights	Schaumburg	Westchester
Mettawa	Palos Hills	Schiller Park	Western Springs
Midlothian	Palos Park	Shorewood	Westmont
Millbrook	Park City	Skokie	Wheaton
Millington	Park Forest	Sleepy Hollow	Wheeling
Minooka	Park Ridge	South Barrington	Willow Springs
Mokena	Peotone	South Chicago Heights	Willowbrook
Monee	Phoenix	South Elgin	Wilmette
Montgomery	Pingree Grove	South Holland	Wilmington
Morton Grove	Plainfield	Spring Grove	Winfield
Mount Prospect	Plano	St. Charles	Winnetka
Mundelein	Plattville	Steger	Winthrop Harbor
Naperville	Port Barrington	Stickney	Wonder Lake
New Lenox	Posen	Stone Park	Wood Dale
Newark	Prairie Grove	Streamwood	Woodridge
Niles	Prospect Heights	Sugar Grove	Woodstock
Norridge	Richmond	Summit	Worth
North Aurora	Richton Park	Symerton	Yorkville
North Barrington	Ringwood	Third Lake	Zion



Appendix B: Federal law and regulations

Metropolitan planning organizations

Federal law requires each metropolitan region with a population of more than 50,000 residents to designate a metropolitan planning organization (MPO) to develop transportation plans for the region. MPOs must develop long-range transportation plans and transportation improvement programs through a performance-driven, outcome-based approach to planning. The law also requires each MPO to create a public participation plan for providing the public a reasonable opportunity to be involved in the transportation planning process.

23 USC 134, 23 USC 150, 49 USC 5303; 23 CFR §§450.310, 450.316

Transportation legislation and regulations

Section 134 of title 23, United States Code, amended by the federal transportation reauthorization act, Fixing America's Surface Transportation (FAST) Act, includes provisions for public participation in the development of a transportation plan. The FAST Act requires participation by interested parties, specifically:

Each metropolitan planning organization shall provide citizens, affected public agencies, representatives of public transportation employees, freight shippers, providers of freight transportation services, private providers of transportation, representatives of users of public transportation, representatives of users of pedestrian walkways and bicycle transportation facilities, representatives of the disabled, and other interested parties with a reasonable opportunity to comment on the transportation plan.

23 USC 134(i)(6)(A).

Federal regulations elaborate on the FAST Act's public participation requirements and define the requirements for a public participation plan:

(a) The MPO shall develop and use a documented participation plan that defines a process for providing individuals, affected public agencies, representatives of public transportation employees, public ports, freight shippers, providers of freight transportation services, private providers of transportation (including intercity bus operators, employer-based commuting programs, such as carpool program, vanpool program, transit benefit program, parking cash-out program, shuttle program, or telework program), representatives of users of public transportation, representatives of users of pedestrian walkways and bicycle transportation facilities, representatives of the disabled, and other interested parties with reasonable opportunities to be involved in the metropolitan transportation planning process.

(1) The MPO shall develop the participation plan in consultation with all interested parties and shall, at a minimum, describe explicit procedures, strategies, and desired outcomes for:

- (i) Providing adequate public notice of public participation activities and time for public review and comment at key decision points, including a reasonable opportunity to comment on the proposed metropolitan transportation plan and the TIP;
- (ii) Providing timely notice and reasonable access to information about transportation issues and processes;

- (iii) Employing visualization techniques to describe metropolitan transportation plans and TIPs;
- (iv) Making public information (technical information and meeting notices) available in electronically accessible formats and means, such as the World Wide Web;
- (v) Holding any public meetings at convenient and accessible locations and times;
- (vi) Demonstrating explicit consideration and response to public input received during the development of the metropolitan transportation plan and the TIP;
- (vii) Seeking out and considering the needs of those traditionally underserved by existing transportation systems, such as low-income and minority households, who may face challenges accessing employment and other services;
- (viii) Providing an additional opportunity for public comment, if the final metropolitan transportation plan or TIP differs significantly from the version that was made available for public comment by the MPO and raises new material issues that interested parties could not reasonably have foreseen from the public involvement efforts;
- (ix) Coordinating with the statewide transportation planning public involvement and consultation processes under subpart B of this part; and
- (x) Periodically reviewing the effectiveness of the procedures and strategies contained in the participation plan to ensure a full and open participation process.

(2) When significant written and oral comments are received on the draft metropolitan transportation plan and TIP (including the financial plans) as a result of the participation process in this section or the interagency consultation process required under the EPA transportation conformity regulations (40 CFR part 93, subpart A), a summary, analysis, and report on the disposition of comments shall be made as part of the final metropolitan transportation plan and TIP.

(3) A minimum public comment period of 45 calendar days shall be provided before the initial or revised participation plan is adopted by the MPO. Copies of the approved participation plan shall be provided to the FHWA and the FTA for informational purposes and shall be posted on the World Wide Web, to the maximum extent practicable.

(b) In developing metropolitan transportation plans and TIPs, the MPO should consult with agencies and officials responsible for other planning activities within the MPA that are affected by transportation (including State and local planned growth, economic development, tourism, natural disaster risk reduction, environmental protection, airport operations, or freight movements) or coordinate its planning process (to the maximum extent practicable) with such planning activities. In addition, the MPO shall develop the metropolitan transportation plans and TIPs with due consideration of other related planning activities within the metropolitan area, and the process shall provide for the design and delivery of transportation services within the area that are provided by:

- (1) Recipients of assistance under title 49 USC Chapter 53;
- (2) Governmental agencies and non-profit organizations (including representatives of the agencies and organizations) that receive Federal

assistance from a source other than the U.S. Department of Transportation to provide non-emergency transportation services; and
(3) Recipients of assistance under 23 USC 201-204.

(c) When the MPA includes Indian Tribal lands, the MPO shall appropriately involve the Indian Tribal government(s) in the development of the metropolitan transportation plan and the TIP.

(d) When the MPA includes Federal public lands, the MPO shall appropriately involve the Federal land management agencies in the development of the metropolitan transportation plan and the TIP.

(e) MPOs shall, to the extent practicable, develop a documented process(es) that outlines roles, responsibilities, and key decision points for consulting with other governments and agencies, as defined in paragraphs (b), (c), and (d) of this section, which may be included in the agreement(s) developed under §450.314.

Code of Federal Regulations, 23 CFR §450.316.

Americans with Disabilities Act

Under Sec. 504 of the Rehabilitation Act of 1973 and the Americans with Disabilities Act of 1990, federally assisted programs and activities must provide opportunities for engagement to people with disabilities in developing and improving public services that are equal to opportunities for engagement provided to persons who are not disabled. In addition, steps to ensure effective communication with people who have disabilities is required.

28 CFR 160(a) and 49 CFR § 27.7(c)

Clean Air Act and environmental regulations

Clean Air Act, 42 USC 7401

Public consultation procedures for air quality conformity. Affected agencies making conformity determinations on transportation plans, programs, and projects shall establish a proactive public involvement process which provides opportunity for public review and comment by, at a minimum, providing reasonable public access to technical and policy information considered by the agency at the beginning of the public comment period and prior to taking formal action on a conformity determination for all transportation plans and TIPs, consistent with these requirements and those of [23 CFR 450.316\(a\)](#). Any charges imposed for public inspection and copying should be consistent with the fee schedule contained in [49 CFR 7.43](#). In addition, these agencies must specifically address in writing all public comments that known plans for a regionally significant project which is not receiving FHWA or FTA funding or approval have not been properly reflected in the emissions analysis supporting a proposed conformity finding for a transportation plan or TIP. These agencies shall also provide opportunity for public involvement in conformity determinations for projects where otherwise required by law.

40 CFR 93.105(e)

Title VI: Nondiscrimination in federally funded programs

Title VI of the Civil Rights Act of 1964 and its amendments (Title VI) prohibit excluding people from participating in or being discriminated in any federally funded program or activity on the basis of race, color, or national origin. Other federal laws further expand legal protection from discrimination, including the Federal-Aid Highway Act of 1973, the Age Discrimination Act of 1975, the Rehabilitation Act of 1973, and the Americans with Disability Act of 1990.

Civil Rights Act of 1964, 42 USC 200

As a recipient of federal funds, CMAP's MPO Policy Committee adopted the Title VI program and submitted it to the Illinois Department of Transportation in June 2017.

Environmental justice

Environmental justice Executive Order 12898 reinforced the provisions of Title VI and expanded its provisions to environmental justice for the environmental and health conditions in minority and low-income communities. Executive Order 12898 provides:

Each federal agency shall make achieving environmental justice part of its mission by identifying and addressing, as appropriate, disproportionately high and adverse human health or environmental effects of its programs, policies and activities on minority populations and low-income populations.

Executive Order 12898, Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations (1994).

Persons with limited English proficiency

Executive Order 13166 requires improved access to federal programs for people who are limited in their English proficiency. The order requires federal agencies assist federal fund recipients in providing reasonable access to those users of federal programs with limited English proficiency.

Executive Order 13166, Improving Access to Services for Person with Limited English Proficiency (2000).

Equity in transportation

Executive Order (EO) 13985, Advancing Racial Equity and Support for Underserved Communities Through the Federal Government

Executive Order 13985 directs federal agencies to evaluate whether their policies produce racially inequitable results when implemented, and to make the necessary changes to ensure underserved communities are properly supported. EO 13985 defines equity as "the consistent and systematic fair, just, and impartial treatment of all individuals including individuals who belong to underserved communities that have been denied such treatment, such as Black, Latino, and Indigenous and Native American persons, Asian Americans and Pacific Islanders and other persons of color; members of religious minorities; lesbian, gay, bisexual, transgender, and queer (LGBTQ+) persons; persons with disabilities; persons who live in rural areas; and persons otherwise adversely affected by persistent poverty or inequality."

Appendix C: Urbanized area formula grants

According to 49 USC 5307, the Federal Transit Administration (FTA) requires recipients of a grant to comply with the public participation requirement of section 5307(b)(1) through (7) to develop, publish and afford an opportunity for public hearing and comment on the federally funded Program of Projects (POP). Federal requirements also stipulate that a grant under sections 5310 and 5339 shall be subject to the same requirements as a grant under section 5307, to the extent the United States Secretary of Transportation determines appropriate.

The Regional Transportation Authority (RTA) and the transit “Service Boards” – Chicago Transit Authority (CTA), Metra, and Pace Bus – are all direct recipients of federal grants and designated recipients for some federal funds as well. The RTA is responsible for negotiating the sub-allocation of federal funding apportionments for sections 5307/5340, 5337, 5310 and 5339 between northeastern Illinois, northwestern Indiana, and southeastern Wisconsin, and for further sub-allocating northeastern Illinois funds among the Service Boards. The RTA is the designated recipient for section 5310 funds in the region, along with the Illinois Department of Transportation. The RTA and Service Boards each meet public participation requirements stipulated in federal regulation and the 2008 RTA Act separately, but also rely upon CMAP’s public participation process to fulfill some federal requirements related to the proposed TIP and Program of Projects (POP) referenced in this Public Participation Plan. To this end, the TIP is updated and amended regularly through CMAP’s Transportation Committee (see the federal fiscal year 2023-28). Proposed amendments are posted on the eTIP public website and made available on CMAP’s website for public comment one week prior to committee consideration. Major project changes with the potential to affect the region’s air quality undergo a conformity analysis that the CMAP Transportation Committee reviews and releases for a 30-day public comment period. Other CMAP committees may review the proposed amendments and conformity analysis recommendations prior to the MPO Policy Committee for approval. The public is encouraged to attend all CMAP committee meetings, and materials for those meetings are posted to the CMAP website one week prior to committee meetings. The “Amendments” tab of CMAP’s eTIP website documents that this process satisfies the POP requirements for the RTA and the region as whole.

The CMAP Public Participation Plan and process apply to grants awarded in sections 5307, 5310, and 5339, as required. Additionally, the RTA chooses to apply the same public participation requirement in section 5307 to the section 5337 grants received within the region. The table below summarizes the public participation requirements under section 5307(b)(1) through (7), and the actions the RTA, CMAP, and the Service Boards take to fulfill such requirements.

PUBLIC PARTICIPATION REQUIREMENTS		
Responsible parties	Actions	Public participation methods/efforts
49 USC 5307(b)(1): make available to the public information on amounts available to the recipient under this section		
RTA	Federal funding sub-allocations including sections 5307, 5310, 5337 and 5339 are published for the Service Boards and presented to and approved by RTA Board of Directors. The sub-allocation information is also provided to CMAP to undergo an MPO approval process.	Public meetings, websites, press releases
CMAP	Federal funding sub-allocations including sections 5307, 5310, 5337 and 5339 are presented to the CMAP’s	Public meetings, newsletter, website

	Transportation Committee and the MPO Policy Committee for approval. These sub-allocation memos are included in the CMAP committee agendas and minutes. It includes the approval of resolutions dividing the applicable funding splits among Illinois, Indiana, and Wisconsin, and all federal funding splits among CTA, Metra, and Pace Suburban Bus.	
49 USC 5307(b)(2): develop, in consultation with interested parties, including private transportation providers, a proposed program of projects for activities to be financed		
RTA/Service Boards	<p>The RTA and three Service Boards (CTA, Metra, Pace Suburban Bus) make presentations at the CMAP Transportation Committee regarding the capital program development processes each year, which includes projects funded with sections 5307, 5337, and 5339.</p> <p>The RTA makes presentations at Human Services Transportation Plan (HSTP) Program Advisory Committee (PAC) regarding section 5310 Program of Projects development processes when they are underway.</p> <p>In addition, the RTA publishes information related to the capital program development process and section 5310 Program of Projects development processes on the RTA website.</p>	Public meetings, website, emails

49 USC 5307(b)(3): publish a proposed program of projects in a way that affected individuals, private transportation providers, and local elected officials have the opportunity to examine the proposed program and submit comments on the proposed program and the performance of the recipient		
RTA	<p>The RTA publishes the proposed RTA and Service Boards' budgets, two-year financial plans, and five-year capital programs that include all federal funds during the agency budget development cycle each fall. This information is published and distributed online and made available in print copy at budget hearings throughout the region.</p> <p>The RTA also provides for submission of comments online and at public hearings on the RTA and Service Boards' budgets, two-year financial plans, and five-year capital programs.</p> <p>Finally, the RTA participates in the submission of projects to the Transportation Improvement Program (TIP) as required by federal regulation.</p>	Website, press releases, blogs, social media, emails
CMAP	CMAP publishes the region's proposed TIP via the eTIP website which includes all transit capital projects and federal funding for operating assistance, with the appropriate language related to federal requirements.	Website, newsletter, emails

49 USC 5307(b)(4): provide an opportunity for a public hearing in which to obtain the views of individuals on the proposed program of projects		
RTA/Service Boards	The RTA holds public hearings on the RTA and Service Boards' budgets, two-year financial plan, and five-year capital budgets throughout the region during the agency budget development cycle each fall.	Public meetings, websites, press releases, blogs, social media, emails
49 USC 5307(b)(5): ensure the proposed program of projects provides for the coordination of public transportation services assisted under section 5336 of this title with transportation services assisted from other United States government sources		
RTA	<p>The RTA holds several public opportunities for comment on the RTA and Service Boards' budgets, two-year financial plan, and five-year capital budgets as described above.</p> <p>The RTA convenes the region's HSTP PAC, which includes representation from many entities involved in human services transportation across the region, to advise on the development of the section 5310 call for projects and to review section 5310 projects selected.</p> <p>In addition, the RTA presents the final Program of Projects to CMAP's Transportation Committee.</p>	Websites, RTAMS, press releases, blogs, social media, emails
49 USC 5307(b)(6): consider comments and views received, especially those of private transportation providers, in preparing the final program of projects		
RTA/Service Boards	<p>The RTA staff and board request, receive, and consider comments received via public hearings on the proposed budgets, two-year financial plans, and five-year capital programs that includes federal and all other funding.</p> <p>The RTA also requests, receives, and considers public comment on the section 5310 Program of Projects as it is being developed. The comments are considered by RTA and the HSTP PAC.</p>	Websites, comment cards at various locations
49 USC 5307(b)(7): make the final program of projects available to the public		
RTA/Service Boards	<p>The RTA posts the RTA and Service Boards' final budgets, two-year capital plans, and five-year capital programs on RTA website and the RTA mapping and statistics website (RTAMS).</p> <p>Additionally, the RTA presents the final section 5310 Program of Projects to the RTA Board for review and approval, and then posts the projects on the RTA website.</p> <p>All federally funded projects are submitted to CMAP for inclusion in the TIP, via formal amendments.</p>	Websites, RTAMS, press releases, blogs, social media, emails
CMAP	CMAP's Transportation and MPO Policy committees approve the TIP, and CMAP publishes the final TIP and annual obligation reports via the eTIP website.	Website, emails



Appendix D: Illinois law and regulations

Included here is a summary of the state laws and regulations that apply to CMAP's public engagement initiatives.

Regional Planning Act

CMAP operates under authorizing legislation known as the Regional Planning Act, which created CMAP as a consolidated planning agency to integrate regional land use and transportation plans.

Regional Planning Act, 70 ILCS 1707.

Illinois Open Meetings Act

CMAP's public bodies conduct their business in compliance with the Illinois Open Meetings Act to ensure public notice of all meetings and to protect the public's right to know about all actions and deliberations of this public agency. In accordance with the Open Meetings Act, CMAP affords citizens notice, opportunity to address, and review of meeting minutes of the agency's deliberative bodies. The Open Meetings Act applies to any meeting of a quorum of CMAP's governing boards or committees held for the purpose of discussing public business. CMAP gives public notice of meetings of its public bodies and committees through its newsletter, website, and posting meeting agendas in its offices. In accordance with the Open Meetings Act, CMAP makes available a schedule of all its regular meetings at the beginning of each calendar year. Exceptions to the open meetings requirements are strictly construed, as the Open Meeting Act allows closed meetings to consider limited matters, such as personnel, the purchase or lease of real estate, security procedures, and litigation.

Illinois Open Meetings Act, 5 ILCS 120.

Freedom of Information Act

Illinois' Freedom of Information Act (FOIA) ensures that citizens have access to records of a public body to ensure transparency in the decision-making process. FOIA states: It is a fundamental obligation of government to operate openly and provide public records as expediently and efficiently as possible in compliance with this Act. FOIA applies to CMAP, which provides a link on its webpage to submit FOIA requests, guidance for requesting information and public records, and the contact information for CMAP's FOIA officer. CMAP's FOIA officer responds to requests for information and documents by making them available for inspection or providing them to the requester.

Illinois Freedom of Information Act, 5 ILCS 140.

Appendix E: Tools and methods

This is a non-exhaustive inventory of the tools and methods available for meaningful and inclusive public engagement. The most appropriate tools and methods will be responsive to the audience and accessible to all. CMAP communications and engagement staff can provide additional information about and examples of these tools and methods.

Communication tools and methods, by engagement type	
Level of engagement	Tools and method
Inform: To provide balanced and objective information to assist the audience in understanding the problem, alternatives, opportunities and/or solutions	Ads on transit Bike tour Blog CMAP Talks/webinar Council of government/mayors presentation Email EngagementHQ website Exhibit Fact sheet Flyer/brochure/leave-behind Focus group Forum series Geographic information systems (GIS) story map GovDelivery email blast Infographic Interview Kiosk Legal notice Local Government Network initiative Map Message map Mobile application News release Newsletter Opinion editorial Open house Peer-to-peer meeting Phone call Podcast Pop-up event Poster Presentation Press release QR code Radio advertisement Report/white paper Site visit Slide deck Social media Speaking engagement

	<p> Storify Storytelling Table Telephone townhall Text message Toolkit Training Video Video streaming Virtual meeting (Teams, Zoom) Virtual tour Visualization Website Zine/magazine/brochure </p>
<p>Consult: To obtain feedback on analysis, alternatives and/or decisions</p>	<p> Bike tour Charette CMAP Board/committee meeting CMAP Talks/webinar Council of governments/mayors presentation Community event, tabling Email EngagementHQ website Focus group Forum (series) Infographic Interactive map Keypad polling, Mentimeter Local assistance projects Open house Partnership/partner meeting Peer-to-peer meeting Phone call Poll/survey Pop-up event Presentation Public hearing Site visit Social media Speaking engagement Task force Telephone townhall Text message Toolkit Townhall meeting Training Video streaming Virtual meeting (Teams, Zoom) Visual preference survey Web comment form </p>

	<ul style="list-style-type: none"> Windshield/walking survey Workshop World café Zine/magazine/brochure
<p>Involve: To work directly with the audience throughout a process to ensure their concerns and aspirations are consistently understood and considered</p>	<ul style="list-style-type: none"> CMAP Board/committee meeting EngagementHQ website Focus group Future Leaders in Planning Local assistance project Miro whiteboard Partnership Poll/survey SharePoint document Task force Visual preference survey Virtual meeting/Zoom Workshop
<p>Collaborate: To partner with the audience in each aspect of the decision, including the development of alternatives and the identification of the preferred solution</p>	<ul style="list-style-type: none"> CMAP Board/committee EngagementHQ website Focus group Local assistance project Miro whiteboard

Appendix F: Acronyms

ADA	Americans with Disabilities Act
CARE	Community Alliance for Regional Equity
CFR	Code of Federal Regulations
CMAQ	Congestion mitigation and air quality
CMAP	Chicago Metropolitan Agency for Planning
CTA	Chicago Transit Authority
CMAP	Chicago Metropolitan Agency for Planning
TIP	Electronic transportation improvement program
FAST	Fixing America's Surface Transportation Act
FHWA	Federal Highway Administration
FOIA	Freedom of Information Act
FTA	Federal Transit Administration
HSTP PAC	Human Service Transportation Plan Project Advisory Committee
MPO	Metropolitan Planning Organization
POP	Program of projects
RTA	Regional Transportation Authority
RTAMS	RTA Mapping and Statistics website
TAP	Transportation Alternatives Program
TIP	Transportation improvement program
USC	United States Code

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

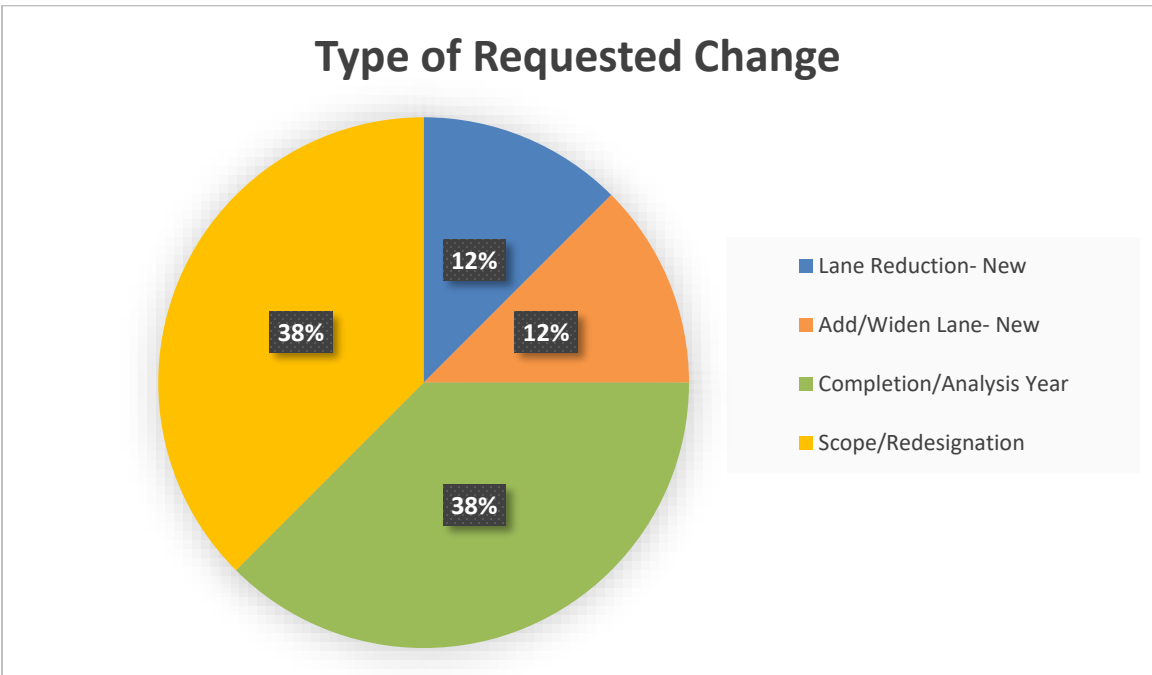
See cmap.illinois.gov for more information.



MEMORANDUM

To: CMAP Transportation Committee
From: CMAP Staff
Date: December 15th, 2023
Re: ON TO 2050/2024-2028 TIP Conformity Analysis & TIP Amendment 24-04 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 2024-28 TIP that are anticipated to be carried forward into the FFY 2024-28 TIP and ON TO 2050 for inclusion in the regional air quality analysis. Of the changes requested, eight projects require air quality conformity analysis. Below is a summary by type of requested change.



If the 2024-28 TIP is approved, two new non-exempt projects and six previously conformed projects will be included in the conformed TIP. 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 newly non-exempt projects to be conformed are:

- TIP ID [02-14-0003](#): bike/ped facilities, lane reduction, and signal modernization on Church St from Linder Ave to McCormick Blvd
- TIP ID [09-20-0039](#): road reconstruction and improvements with a bridge replacement at US 20/Shales from Poplar Creek to IL 59

The previously conformed projects included in the amendment are:

- TIP ID [01-03-0017](#): new bridge construction at Taylor St over the Chicago River
- TIP ID [03-96-0021](#): road extension and access improvement from Gary Rd to the O'Hare West Bypass
- TIP ID [06-04-0008](#): deletion of add lanes project at IL 7 Wolf Rd from 143rd St to 167th St
- TIP ID [08-06-0028](#): road widening of N Aurora Rd, Pennsbury Ln to Frontenac Rd (at the CN RR)
- TIP ID [09-18-0015](#): road expansion of Randall Rd from N County Line Rd to Orchard Rd
- TIP ID [10-22-0001](#): bike/ped improvements, ADA upgrades, and new traffic light installation with interconnect and signal timing improvements at Old McHenry crossing from Abbey Glenn to Fairfield Rd

Changes to existing projects are described below.

Updated open to traffic year and project schedule, new accessibility work types, adding lanes and road expansion/extension, deletion of a project and removal from RSP list, major changes to project limits.

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 [01-03-0017](#): new bridge construction at Taylor St over the Chicago River
- TIP ID [03-96-0021](#): road extension and access improvement from Gary Rd to the O'Hare West Bypass
- TIP ID [08-06-0028](#): road widening of N Aurora Rd, Pennsbury Ln to Frontenac Rd (at the CN RR)

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, remove lanes from road, interchange expansion, 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, road (diet) reconfiguration of lanes to improve safety, and road reconstruction with lane widening to standard widths (e.g., 10 feet to 12 feet).
- Exempt work types do not require an air quality conformity analysis. Examples of exempt work types are intersection improvements and rail station modernization.

Projects with a change in scope, scale, or plan.

The new, former exempt project addition is accommodating new bike facilities, by implementing a change in scope by removing a lane.

- TIP ID [02-14-0003](#): Church St from Linder Ave to McCormick Blvd. with the lane removal segment between Gross Point Rd. to Kenton Ave. aims to improve connectivity of the local regional bike network with the addition of a dedicated bike lane toward a proposed bicycle project in the neighboring community.

A project repositioning from the programmer with the removal of the add lanes work type. This former conformed project needs to be redesignated, as exempt tested. The project will remain in the TIP, included within the model once the funding is figured out.

- TIP ID [06-04-0008](#): IL 7 Wolf Rd from 143rd St to 167th St included adding lanes, but the project is being canceled in the TIP and non-exempt work types have been removed.

The implementer initiated a grander scale to the scope of these corridor improvements.

- TIP ID [09-20-0039](#): US 20/Shales from Poplar Creek to IL 59 an expanded interchange and reconstruction, supporting a new bridge and highway extension in implementing major changes and broadening of project limits in support of US 20 expansion to the west.
- TIP ID [10-22-0001](#): Old McHenry Crossing from Abbey Glenn Drive to Bonnie Lane a major corridor improvement project affecting four major arterials. Project scoping indicates a grade separation with an additional thru lane, intersection improvements, upgrades in traffic signals, and new bike paths.

Change in plans.

- TIP ID [09-18-0015](#): Randall Rd from N County Line Rd to Orchard Rd, this former RSP is no longer being pursued as initially presented and is being deleted from the TIP.

Newly submitted changes are found in the [24-04 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. The MOVES3 model is a significant upgrade from the previous model, MOVES 2014a that CMAP had been using. MPO's are required to start using the MOVES3 model by November of 2022 but CMAP chose to use the new model for the ON TO 2050 plan update which is part of this conformity analysis. The MOVES3 model has updated data for vehicle populations, travel activity, and emission rates as well as updated fuel supply information at the county level. MOVES3 also adjusted modeling to better account for vehicle starts, long-haul truck hoteling, and off-network idling and incorporated the impacts of the Heavy-Duty Greenhouse Gas Phase 2 rule and the Safer Affordable Fuel-Efficient (SAFE) Vehicles Rule. In various test of the MOVES3 model by U.S. EPA and practitioners, both ozone precursors, volatile organic compounds (VOC) and nitrogen oxides (NOx) produced changes in the mobile source emission results compared to the previous model even when the input data was relatively unchanged. Specifically, VOC emissions went down, and NOx emissions increased in urbanized areas. While all emissions decreased in rural areas. CMAP's modeling produced similar results with a decrease in VOC and an increase in NOx compared to the emissions estimated using MOVES 2014a. As part of the migration to MOVES3 all the data inputs into the model were reviewed and updated. The changes in data inputs and modeling procedures make it nearly impossible to attribute a percentage change in the emissions estimates to the MOVES3 model. CMAP did conduct some internal testing of MOVES3 prior to using it for conformity and has a high degree of confidence that a substantial amount of the changes seen in the emissions estimates shown in the table below can be attributed to a change in emissions models and not changes attributed to transportation projects in the TIP or travel behavior modeled in the travel demand model.

Using the MOVES3 model on-road emission estimates for each precursor or direct pollutant in each analysis year were produced. The MVEB for the NEIL nonattainment area for 2035 and beyond was revised in a federal register notice on May 20, 2022 (87 FR 30828) to correspond to the 2008 ozone maintenance SIP that was approved in that noticed by U.S. EPA. The result is that the MVEB changes to 65 tons/day of VOCs and 110 tons/day of NOx in 2035. Prior year MVEB remain unchanged. In addition to a revised MVEB the analysis year of 2035 is now being modeled as that corresponds to the last year of the 2008 ozone maintenance plan and demonstrates conformity for the 2008 ozone maintenance SIP. 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	41.89	60.13	112.04	150.27
2030	36.31	60.13	85.63	150.27
2035	32.56	65.00	75.86	110.00
2040	29.49	65.00	75.02	110.00
2050	27.55	65.00	80.17	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 2023

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

Year	Fine Particulate Matter		Nitrogen Oxides	
	Northeastern Illinois	Historical SIP Budget	Northeastern Illinois	Historical SIP Budget
2025	1,372.71	5,100.00	38,187.65	127,951.00
2030	1,088.06	2,377.00	29,082.15	44,224.00
2035	945.13	2,377.00	25,591.97	44,224.00
2040	940.36	2,377.00	25,218.07	44,224.00
2050	978.19	2,377.00	26,610.41	44,224.00

Greenhouse Gas Mobile Source Emissions (Informational Only)

CO ₂ Equivalent in Tons per Year	
Year	Northeastern Illinois
2025	33,674,602.03
2030	31,539,569.41
2035	30,598,332.46
2040	30,725,751.45
2050	31,878,970.25

ACTION REQUESTED: Recommend finding of conformity and approval of TIP amendment 24-04 by the MPO Policy Committee.