



TRANSPORTATION COMMITTEE

AGENDA - FINAL

Friday, August 2, 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 August 1, 2024 at 4:00 p.m. or should plan to arrive early to check-in with the building's information desk for access.

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

<https://us06web.zoom.us/j/89184656879?pwd=PsBFjkp2bC3t6RhfoTfyLLaFbPHiZX.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 Minutes from May 31, 2024**[24-318](#)

ACTION REQUESTED: Approval

Attachments: [Transportation Committee 5.31.24 Minutes](#)**4.0 CMAP Updates****5.0 Items for Approval****5.01 FFY 2023-2028 Transportation Improvement Program (TIP) amendments and administrative modifications**[24-319](#)

PURPOSE & ACTION: TIP amendment 24-10 was published to the eTIP web site on July 26, 2024 for committee review and public comment. A memo summarizing formal TIP amendment 24-10 and administrative amendments 24-10.1 and 24-10.2 is included in the meeting materials. Staff requests approval of TIP amendment 24-10.

ACTION REQUESTED: Approval

Attachments: [TC\(Memo\)TIP Amend 24-10](#)
[Formal TIP Amendment 24-10](#)
[Administrative TIP Amendment 24-10.1](#)
[Administrative TIP Amendment 24-10.2](#)**6.0 Information Items****6.01 Regional Transportation Plan update**[24-320](#)

PURPOSE & ACTION: CMAP staff will provide a brief update on the progress of the Regional Transportation Plan.

ACTION REQUESTED: Information

Attachments: [2026RTP TC 8.2.2024](#)**6.02 Transportation Performance Measures update**[24-322](#)

PURPOSE & ACTION: Staff will give an overview on the transportation performance measures and the activities that will inform target setting for the next Regional Transportation Plan. A new performance dashboard will be previewed.

ACTION REQUESTED: Discussion

Attachments: [2024 Performance TC Update Memo](#)

6.03 Speed Management Report overview[24-323](#)

PURPOSE & ACTION: CMAP recently released a report, titled “Speed Management: Addressing our regional traffic safety crisis.” An overview of findings will be presented, including the role of speeding in regional traffic safety and recommendations for CMAP and its partners, to address the issue using a Safe System Approach, including design, policy, education, and equitable enforcement.

ACTION REQUESTED: Information

Attachments: [Speed Mgmt Rpt Memo 2 Aug 2024](#)
[Speed management executive summary 2024 FINAL](#)

6.04 Climate Action Plan update[24-324](#)

PURPOSE & ACTION: CMAP staff will update the Committee on the development of the Climate Action Plan for the Chicago MSA by providing an overview of transportation sector emissions, and a preliminary exploration of decarbonization strategies and approaches. During the meeting, members will be engaged to understand where the region can lead, where to focus our efforts, and the biggest challenges associated with decarbonizing transportation.

ACTION REQUESTED: Information

Attachments: [Climate Action Plan Memo 07.26.2024](#)

6.05 Legislative update[24-317](#)

PURPOSE & ACTION: Staff will provide an update on recent legislative activity.

ACTION REQUESTED: Information

Attachments: [August TC Committee Memo Legislative Update](#)

7.0 Other Business**8.0 Public Comment**

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

9.0 Next Meeting

The next meeting is scheduled for September 13, 2024

10.0 Adjournment



TRANSPORTATION COMMITTEE

MEETING MINUTES - DRAFT

Friday, May 31, 2024

9:30 AM

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

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<https://us06web.zoom.us/j/89184656879?pwd=PsBFjKp2bC3t6RhFOtfyLaFbPHiZX.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.

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1.0 Call to Order and Introductions

Chair Kevin Carrier called the meeting to order at 9:31 a.m. and reminded the audience that the meeting was being recorded.

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

Absent: Academic Research Representative 1, Academic Research Representative 2, and SEWRPC Representative

Non-Voting: FHWA Representative

Absent (NV): FTA Representative

Grant Davis served as representative to CDOT; Aimee Lee served as representative to CMAP; Pamela Jones served as representative to CNT; Tara Orbon served as representative to Cook Co; Leon Rockingham served as representative to Council of Mayors; Cara Bader served as representative to CTA; John Loper served as representative to DuPage Co; Steve Schilke served as representative to IDOT D1; Chuck Abraham served as representative to IDOT OIPI; Megan Swanson served as representative to IDOT OP&P; Jack Cruikshank served as representative to IEPA; Jackie Forbes served as representative to Kane Co; Heidi Lichtenberger served as representative to Kendall Co; Kevin Carrier (Chair) served as representative to Lake Co; Scott Hennings served as representative to McHenry Co; Lynnette Ciavarella served as representative to Metra; Thomas Bamonte served as representative to MPC; Tom Vander Woude served as representative to NIRPC; Dave Tomzik served as representative to Pace; Henry Guerriero served as representative to Tollway; Jon Paul Dipla served as representative to FHWA; Christina Kupkowski served as representative to Will Co; Kyle Whitehead served as representative to RTA

Staff Present: Laurant Ahiablame, Victoria Barrett, Lindsay Bayley, John Carpenter, Caroline Caruso, Ashley Cruz, Teri Dixon, Kama Dobbs, Phoebe Downey, Austen Edwards, Ryan Ehlke, Kate Evasic, Doug Ferguson, Katie Gienapp, Elizabeth Ginsberg, Evan Hay, Craig Heither, Jaemi Jackson, Matt Marth, Alexis McAdams, Martin Menninger, Nikolas Merten, Richard Norwood, George Perkins, Stephane Phifer, Russell Pietrowiak, Julie Reschke, George Rivera, Elizabeth Scott, Clarke Shupe-Diggs, Mike Sobczak, Sarah Stolpe, Ryan Thompto, Jennie Vana, Blanca Vela-Schneider, Laura Wilkison, You Zhou

Others Present: Aaron Brown, Rocco Zuccherro, Justine Sydello, Mike Klemens, Genevive Zilmel, Kendra Johnson, Makala Morales, Brian Schumacher, Michael Vanderhoof, Leonard Cannata, Kevin Peralta, Daniel Thomas, Mike Klemens, Chad Riddle, George Kandathil, Mark Kane, Zubair Haider, Brian Larson, Joe Surdam, Leslie Rauer, Mellissa Meyer, Heather Zuber, Neil James, Matt Pasquini, Joe Surdam, Garland Armstrong, Robert Kastigar, Kevin Brubaker, Kristi DeLaurentiis, Brandon Geber, Todd Schmidt, Kevin Brubaker, Quinn Kasal, Eric Czarnota

2.0 Agenda Changes and Announcements

There were no agenda changes or announcements.

3.0 Approval of Minutes

3.01 Minutes from April 26, 2024

[24-249](#)

Attachments: [TC\(DraftMinutes\)04-26-24](#)

A motion was made by Council of Mayors Representative Leon Rockingham, seconded by DuPage Co Representative John Loper, that the April 26, 2024 committee meeting minutes be approved. The motion carried by the following vote:

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

Absent: Academic Research Representative 1, Academic Research Representative 2, and SEWRPC Representative

Non-Voting: FHWA Representative

Absent (NV): FTA Representative

4.0 CMAP Updates

Aimee Lee, Deputy of Transportation, Research, Analysis, and Programming, reported that staff is working on the Transportation Resilience Improvement Plan (TRIP), a multi-year effort that identifies vulnerabilities in the region's transportation network to climate risks. Phase I entails finalizing the draft results of the asset level assessment of transit infrastructure to flooding as well as transit asset and rider vulnerabilities to extreme heat. A workshop will be held in June to discuss their findings and risk scores are anticipated to be published later in the summer. More information will be presented at a future Transportation Committee meeting.

On June 13, 2024, the MPO Policy Committee will consider two cooperative agreements for the coordination of land use-transportation planning with neighboring MPOs. They will also review and reaffirm the MPO boundary agreement.

Deputy Lee reported on the Safe Travel for All Roadmap program, including the formation of a regional steering committee comprised of collaborators connected to broader state, legislative, mobility equity, and traffic culture concerns. The next Transportation Committee meeting will be held on Friday, August 2.

CMAP updates were received and filed.

5.0 Items for Approval

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

[24-250](#)

Attachments: [TC\(Memo\)TIP Amend24-07](#)
[Formal TIP Amendment 24-07](#)
[Administrative TIP Amendment 24-07.1](#)
[Administrative TIP Amendment 24-07.2](#)

Russell Pietrowiak, Senior Analyst, presented the FFY 2023-2028 Transportation Improvement Program (TIP) amendments and administrative modifications. There are 42 formal amendments for the committee's consideration and 100 administrative amendments that were submitted, reviewed, and accepted by staff.

He identified a correction in the memo, noting that the total federal cost should be \$1,763.6 million and should reflect a total decrease of \$7.4 million. He noted that the I-80 project is underway and that \$94 million was added for improvements at the I-80 and IL53/Chicago Street Interchange.

Administrative amendments added \$18 million to the TIP in all prior, current, and future years. The net change for the total cost in the TIP, including all amendments, is \$158.61 million for prior, current, and future years. The memo and the amendments proposed were posted for committee and public review on May 24, 2024.

A motion was made by RTA Representative Kyle Whitehead, seconded by CDOT Representative Grant Davis, that the FFY 2023-2028 Transportation Improvement Program (TIP) amendments and administrative modifications be approved. The motion carried by the following vote:

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

Absent: Academic Research Representative 1, Academic Research Representative 2, and SEWRPC Representative

Non-Voting: FHWA Representative

Absent (NV): FTA Representative

5.02 ON TO 2050/2023-2028 TIP conformity analysis & TIP amendment

[24-252](#)

Attachments: [ONTO 2040 2024-2028 TIP Conformity Analysis & TIP Amendment 24-08](#)
[Formal TIP Conformity Amendment 24-08](#)

Russell Pietrowiak, Senior Analyst, presented the ON TO 2050/2023-2028 TIP conformity analysis & TIP amendment 24-08. CMAP's region is a non-attainment area for ozone and as a result, is required to comply with the Clean Air Act and demonstrate that projects in its TIP conform to the motor vehicle emissions budget, through a regional emissions analysis.

He noted that MOVES3, the current emissions modeling software being used, will be replaced with MOVES4 for future analyses. He highlighted the updated software's ability to expand and model newer technology such as heavy-duty battery electric and fuel cell vehicles.

Discussion ensued regarding the projected reduction of greenhouse gases and the capabilities of the Moves4 software.

A motion was made by IDOT OIPI Representative Chuck Abraham, seconded by Council of Mayors Representative Leon Rockingham, that the ON TO 2050/2023-2028 TIP conformity analysis & TIP amendment be approved. The motion carried by the following vote:

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

Absent: Academic Research Representative 1, Academic Research Representative 2, and SEWRPC Representative

Non-Voting: FHWA Representative

Absent (NV): FTA Representative

5.03 FFY 2025-2029 STP local programs in the Transportation Improvement Program (TIP)

[24-251](#)

Attachments: [FFY 2024-2029 STP local programs in TIP memo](#)
[Formal TIP Amendment 24-09.1 Chicago](#)
[Formal TIP Amendment 24-09.2 North Shore](#)
[Formal TIP Amendment 24-09.3 Northwest](#)
[Formal TIP Amendment 24-09.4 North Central](#)
[Formal TIP Amendment 24-09.5 Central](#)
[Formal TIP Amendment 24-09.6 Southwest](#)
[Formal TIP Amendment 24-09.7 South](#)
[Formal TIP Amendment 24-09.8 DuPage](#)
[Formal TIP Amendment 24-09.9 Kane/Kendall](#)
[Formal TIP Amendment 24-09.10 Lake](#)
[Formal TIP Amendment 24-09.11 McHenry](#)
[Formal TIP Amendment 24-09.12 Will](#)

Kama Dobbs, Senior Analyst, presented the FFY 2025-2029 STP local programs for inclusion in the Transportation Improvement Program (TIP). Eleven councils and CDOT submitted 358 projects for consideration. The total STP-Local funding programmed by the councils is \$893.99 million over FFY 2025 - FFY 2029. A breakdown of project types and funding amounts was provided.

A motion was made by CDOT Representative Grant Davis, seconded by DuPage Co Representative John Loper, to approve the FFY 2025-2029 STP local programs in the Transportation Improvement Program (TIP). The motion carried by the following vote:

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

5.04 FFY 2024 FTA subarea allocation between Indiana-Illinois and Wisconsin-Illinois of 5307/5340 Urbanized Area, 5337 State of Good Repair, 5339 Bus and Bus Facilities and 5310 Enhance Mobility of Seniors and Individuals with Disabilities funds

[24-253](#)

Attachments: [FTA Funding Splits memo](#)

Russell Pietrowiak, Senior Analyst, presented the FFY 2024 FTA subarea allocation splits between Indiana and Illinois, and Wisconsin and Illinois. Splits are established in a letter of understanding between the RTA, NIRPC and SEWRPC and the RTA approved the funding allocations at its May 16, 2024 Board of Directors meeting.

A motion was made by Metra Representative Lynnette Ciavarella, seconded by IEPA Representative Jack Cruikshank, that the FFY 2024 FTA subarea allocation between Indiana-Illinois and Wisconsin-Illinois of 5307/5340 Urbanized Area, 5337 State of Good Repair, 5339 Bus and Bus Facilities and 5310 Enhance Mobility of Seniors and Individuals with Disabilities funds be approved. The motion carried by the following vote:

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

6.0 Information Items

6.01 RTA Safety and Security Summit recap

[24-255](#)

Attachments: [2024-Safety-Summit-Report](#)

Kyle Whitehead, RTA Principal in Government Affairs and RTA Representative, provided an update on the RTA Safety and Security Summit from February 27, 2024. More than 75 regional leaders and riders

explored holistic solutions to safety concerns on transit. The group identified new strategies and initiatives that complement work of the police departments. The summit's area of focus included enhancing security and addressing perception of crime, incorporating transit in social services initiatives, and creating safe, more welcoming environments at stations and stops. A video recapping the summit was presented and additional information regarding the areas of focus was provided.

RTA Representative Whitehead stated that a station activation pilot program has been created as part of the 2024 Community Planning Call for Projects. It was open to non-traditional applicants such as chambers of commerce and community-based organizations. The RTA received 18 applications and recommended eight activation projects with a budget of \$123,000 for this initial round.

Discussion ensued regarding existing conditions related to overall crime on the transportation systems.

A recap of the RTA Safety and Security Summit recap was provided.

6.02 Regional Transportation Plan update

[24-254](#)

Attachments: [Plan inventory memo](#)

Julie Reschke, Policy Analyst, provided an update on the Regional Transportation Plan (RTP). The RTP was previously embedded in the ON TO 2050 Plan. It fulfills the federal requirements established for metropolitan planning organizations (MPOs), is essential for access to the federal funding, and is due October 2026.

As staff prepares the update to the RTP, they are guided by the following questions: What is the future transportation system we want?; What are the challenges and opportunities to get there?; and How will we achieve the transportation system we want?

The RTP must align with federal goals as well as comply with state mandates and should take into account existing plans from transit agencies and local governments. As part of this process, CMAP reviewed approximately 30 plans adopted by federal, state, county, transit, and other agencies to identify common goals, objectives, and strategies. Increased mobility and accessibility, improved safety and security, and preservation of the existing transportation system were a few of the common goals shared by these agencies.

The RTP will build on the transportation vision in the ON TO 2050 Plan, last updated in 2022. The ON TO 2050 Plan includes transportation recommendations on mobility, community, prosperity, environment, and governance.

Policy Analyst Reschke identified the goals of the RTP, the work that has taken place and is underway to achieve these goals, and the region's vision for transportation. Next steps include stakeholder engagement, a public survey, an opportunity to submit research, ideas, policy stances, and the creation of an engagement webpage to coordinate future outreach.

Discussion ensued regarding ability to implement the plan, preservation of agriculture, the need for more in-depth conversations regarding tradeoffs and competing goals, and involving freight agencies in the discussion.

An update of the Regional Transportation Plan was presented.

6.03 Legislative update

[24-246](#)

Attachments: [May TC Committee Memo Legislative Update](#)

John Carpenter, Intergovernmental Affairs Director, provided a legislative update. Senate Bill (SB) 3389, known as the Regional Planning Act Modernization bill, passed both chambers unanimously. The amendment allows for a simple majority vote on certain CMAP operational items. SB3388/HB5077, the Appropriation Bill, requests \$5 million to carry out the agency's broader scope of regional planning obligations that were detailed in the Regional Planning Act, but never funded. CMAP will continue to lobby to move this legislation forward.

The RTA Act requires the Road Fund to annually deposit \$150 million to the Public Transportation Fund (PTF) and provide additional funds for RTA debt service. The remainder of the funding to the PTF has typically come from the General Fund. For the state's FY 2025 budget, the General Assembly approved an increase of \$75 million in allocation to the PTF from the Road Fund. It also calls for a \$50 million allocation from the Leaking Underground Storage Tank Fund to the PTF. It was noted that this is only a change to the funding mechanism and does not address the looming fiscal cliff.

Director Carpenter reported that language previously stricken related to the public-private partnerships in HB5511, the Procurement omnibus bill, has been restored. Staff continues to review and follow the Climate and Equitable Transportation Act and the Transportation Choices Act.

A legislative update was received and filed.

7.0 Other Business

There was no other business to conduct.

8.0 Public Comment

Garland Armstrong, former Illinois resident, expressed concern regarding the state of repair needed on sidewalks in and out of the city and how the deteriorating infrastructure impacts individuals in wheelchairs. He also expressed the need for improved ADA accessibility on Metra trains.

9.0 Next Meeting

The next meeting is scheduled for Friday, August 2, 2024.

10.0 Adjournment

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

A motion was made by McHenry Co Representative Scott Hennings, seconded by Kane Co Representative Jackie Forbes, that the meeting be adjourned. The motion carries with the following vote:

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

The meeting was adjourned at 11:11 am.

Minutes prepared by Blanca Vela-Schneider.



MEMORANDUM

To: CMAP Transportation Committee

From: CMAP Staff

Date: July 26, 2024

Subject: Transportation Improvement Program (TIP) Amendments

Action Requested: Approval of Formal TIP Amendment 24-10

Since the committee's last meeting, project programmers submitted 62 formal amendments for Transportation Committee consideration. Additionally, 225 administrative amendments were submitted, reviewed, and accepted by staff. Summary information is presented below. A list of projects and report of the full change details for each amendment are available on the Amendments tab of the [eTIP public web page](#). Staff requests committee approval of Formal Amendment 24-10.

Formal Amendment 24-07

A total of 62 formal amendments were submitted for Transportation Committee approval on amendment [24-10](#). Most (39) were due to cost changes exceeding the thresholds for administrative approval. These changes added \$823.2 million in total cost and increased federal participation in projects by \$21.8 million. Cost changes made with project phases moving into or out of the active years (FFY 2024 to 2028) of the TIP on eleven (11) projects added \$9.7 million in total cost and \$7.7 million in federal participation. Ten (10) new projects added \$71.3 million in total cost, with \$42.9 million in federal participation. Two (2) deleted projects removed \$14.1 million total and \$12.7 million in federal funding. The overall change in total project cost within all prior, current, and future years due to this amendment is the addition of \$890 million in total cost, and \$59.8 million in federal participation, as summarized below.

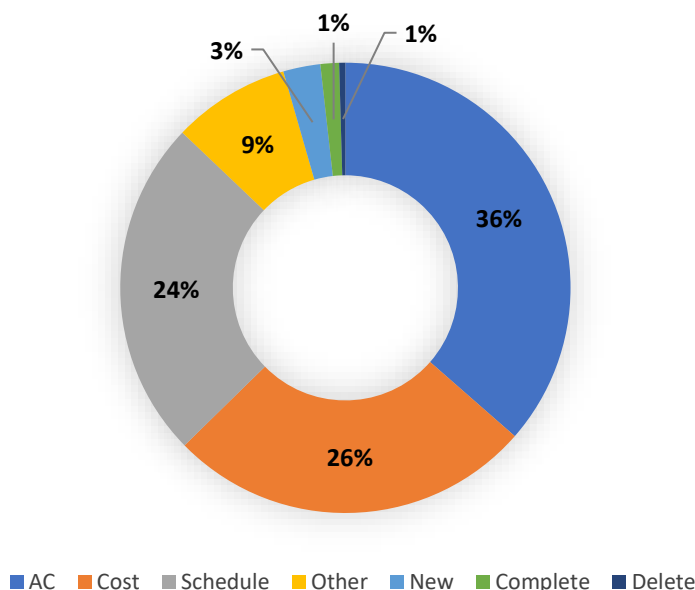
Type of change	# of projects	Change in total cost	Total cost before	Total cost after	Change in federal cost	Federal cost before	Federal cost after
Cost change	39	\$823.2	\$8,145.9	\$8,969.0	\$21.8	\$5,312.3	\$5,334.1
Phase(s) moved into or out of TIP years	11	\$9.7	\$60.9	\$70.6	\$7.7	\$35.9	\$43.6
New Project	10	\$71.3	\$0.0	\$71.3	\$42.9	\$0.0	\$42.9
Delete project	2	-\$14.1	\$14.1	\$0.0	-\$12.7	\$12.7	\$0.0
Grand Total	62	\$890.0	\$8,220.8	\$9,110.9	\$59.8	\$5,360.9	\$5,420.6

All costs in \$ millions

Administrative Amendments 24-10.1 and 24-10.2

A total of 225 Administrative Amendments were submitted, reviewed, and accepted by staff on amendments 24-10.1 and 24-10.2. Administrative amendments include new projects that are not federally funded or have all federal funds in future years, conversion of project phases to or from Advance Construction (AC), cost changes that are below CMAP's amendment thresholds, changes to project schedules within the years of the TIP, changes to fund sources, and other miscellaneous changes that do not affect the scope, schedule, or funding of projects in a way that requires committee approval.

24-10.1 & 24-10.2 Administrative Amendments - Type of Changes



The majority of the administrative changes were to convert project phases from Advance Construction (AC) status (50 projects) or to place project phases in Advance Construction (AC) status (32 projects). Financial adjustments made with these changes resulted in \$0.8 million in total cost being added to the TIP. Cost changes were made administratively on 59 projects, adding \$32.1 million in total cost. Six new projects added \$10.3 million in total cost with \$8.4 million in federal participation planned for years beyond the active years (FFY 2024 to 2028) of the TIP. Three projects were completed, with \$1.0 million in unused funds withdrawn, and an additional \$0.3 million was removed from the TIP due to a project deletion. Seventy-four (74) projects had schedule or other changes, such as the addition of project IDs and updating project contact information, without any financial changes. The overall result of the administrative changes was the addition of \$42.0 million in total cost and \$31.7 million in additional federal participation in projects. Total cost includes all fund sources and all project phases in prior, current, and future years of the TIP. Federal cost includes only federal fund sources for all project phases in prior, current, and future years of the TIP. The type of change, number of projects affected, total project cost, and federal project cost information is shown in the table below.

Type of change	# of projects	Change in total cost	Total cost before	Total cost after	Change in federal cost	Federal cost before	Federal cost after
Phase(s) converted from AC	50	-\$2.2	\$728.6	\$726.4	-\$4.7	\$530.4	\$525.6
Phase(s) placed in AC	32	\$3.0	\$4,904.1	\$4,907.1	\$2.3	\$506.1	\$508.4
Cost change	59	\$32.1	\$1,483.6	\$1,515.7	\$26.4	\$913.3	\$939.7
New Project	6	\$10.3	\$2.0	\$12.3	\$8.4	\$0.0	\$8.4
Complete Project	3	-\$1.0	\$28.1	\$27.1	-\$0.7	\$11.2	\$10.5
Delete project	1	-\$0.2	\$0.2	\$0.0	\$0.0	\$0.0	\$0.0
Schedule change	55	\$0.0	\$1,445.9	\$1,445.9	\$0.0	\$830.4	\$830.4
Other	19	\$0.0	\$3,284.7	\$3,284.7	\$0.0	\$3,089.5	\$3,089.5
Grand Total	225	\$42.0	\$11,877.1	\$11,919.1	\$31.7	\$5,880.8	\$5,912.4

All costs in \$ millions



MEMORANDUM

To: Transportation Committee

From: CMAP Staff

Date: July 26, 2024

Subject: Regional Transportation Plan update

Action Requested: Information

CMAP staff will update the Transportation Committee on the progress on the development of the Regional Transportation Plan (RTP). As a reminder, the next RTP must be adopted by October 2026 to comply with federal requirements. Staff will outline the work completed to-date and preview upcoming tasks.

For more information on the 2026 Regional Transportation Plan, please contact Ryan Thompto at rthompto@cmap.illinois.gov.

MEMORANDUM

To: Transportation Committee

From: CMAP Staff

Date: July 23, 2024

Subject: Transportation Performance Measures Update

Action Requested: Discussion

Performance measures and targets are a key part of a performance-based planning and programming. Targets that align with the goals of the regional transportation plan guide transportation investment decisions. Regular monitoring and reporting of performance outcomes are required to track progress towards achieving the established targets. Staff are currently updating various data sets in preparation for the next round of target setting as part of the Regional Transportation Plan update in 2026.

CMAP tracks plan progress with two sets of measures; [plan indicators](#) and federally required [performance measures](#). Federal performance measures have significant overlap with the “mobility” plan indicators and cover five areas: Roadway Safety, Highway Asset Condition, System Performance (congestion), Transit Asset Condition, and Transit Safety.

Staff were preparing to adopt a new target for greenhouse gas emissions on the National Highway System in June following adoption of a target by IDOT. However, the rule requiring targets was vacated by a judge in March. This will allow time for staff to align greenhouse gas target setting with the multi sector targets being set as part of the Climate Action Plan expected in summer 2025.

Similar ongoing planning efforts will inform the target setting for other measures. Our asset condition work is closely tied to our financial plan. System performance and congestion will be evaluated as part of the congestion management strategy. Safety is discussed annually, and future target setting will build on the County Safe Streets for All (SS4A) work that is underway.

Staff will preview a new dashboard for Federal Performance Measures. A dashboard for Plan Indicators has existed for several years providing the most recent data available on progress toward goals, but federal measures have lacked this feature. This new dashboard will provide more timely updates and allow for mapping of performance measure data.

MEMORANDUM

To: CMAP Transportation Committee

From: CMAP Staff

Date: July 24, 2024

Subject: Speed Management Report

Action Requested: Information

CMAP has released a new report, titled: *Speed Management: Addressing our regional traffic safety crisis*, which provides background on the role of speeding in the current traffic safety crisis that is affecting our region, state, and country. The report details potential solutions for state and regional partners to address speeding through improved roadway design, reducing speed limits in urban areas and the development of a traffic safety culture that includes both educational initiatives and equitable enforcement practices.

Staff will provide an overview of the report's recommendations. The executive summary of the report is attached here. The full report is available for download [here](#).



Executive summary

Speed Management

Addressing our regional traffic safety crisis



Chicago Metropolitan
Agency for Planning

June 2024

19

Addressing northeastern Illinois' traffic safety crisis

As the federally designated metropolitan planning organization for northeastern Illinois, the Chicago Metropolitan Agency for Planning (CMAP) is responsible for setting and reporting on highway safety performance targets. CMAP's first report on the region's highway safety performance targets in 2019 showed **increases in fatalities for drivers and non-drivers alike. There was also a rise in serious injuries among bicyclists and pedestrians.**

In response, CMAP launched the Safe Travel for All Roadmap (STAR), a comprehensive program to understand and address traffic safety issues in the region. STAR is a multiyear effort to improve roadway safety and reduce the number of traffic fatalities in the region through policy change, planning, and resources. This work is being done in collaboration with federal, state, and regional partners.

STAR includes:

- A resource group of regional safety stakeholders
- A policy development initiative to establish recommendations to improve travel safety
- A data assessment for CMAP and local partners
- Technical assistance to plan traffic safety improvements
- Regionally-coordinated safety action plans for counties



Learn more about STAR and CMAP's regional traffic safety work at cmap.is/safety



Purpose

Addressing speeding can help achieve regional safety goals

Improving travel safety is a key goal of [ON TO 2050](#), the comprehensive plan for northeastern Illinois. That goal has become more urgent with upward trends in traffic fatalities, including concerning increases in pedestrian and bicyclist fatalities over the past few years.

CMAA's *Speed Management* report examines the causes of speed-related injuries and fatalities — particularly among vulnerable travelers like pedestrians and bicyclists — and highlights opportunities to reduce vehicle speed through research-based policies, designs, programs, and resources, using the Safe System Approach.

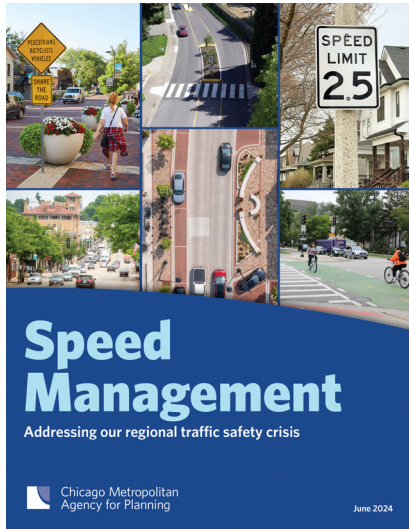
The research findings detailed in the report inform recommendations, including lower speed limits in urban areas, alternative methods of setting speed limits, and self-enforcing street designs that use physical and visual elements to inherently slow drivers down. Equitable enforcement and a traffic safety culture that aligns social norms across disciplines and environments can support these tools and promote safe driving speeds.

Putting safety first

The region should adopt policy, design, and enforcement practices that prioritize safety over speed

Traditional transportation planning practices emphasize fast and efficient automobile travel when considering roadway design, speed limits, and who roads should serve. **These vehicle-centered priorities are often at odds with the safety needs of pedestrians, bicyclists, and other vulnerable travelers.**

Many agencies in the U.S. are adopting the **Safe System Approach** to traffic safety, which is informed by [Vision Zero](#) successes in other countries. The Safe System Approach offers a set of principles and objectives that work together to create multiple layers of protection against the risk of crashes occurring and the risk of those crashes resulting in deaths.



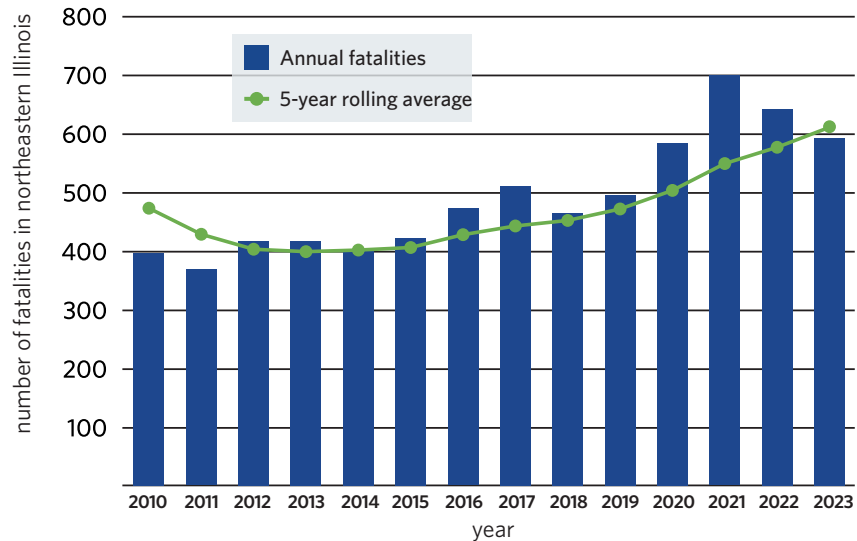
Read the full report at cmap.is/safe-speeds

Safe System Approach principles

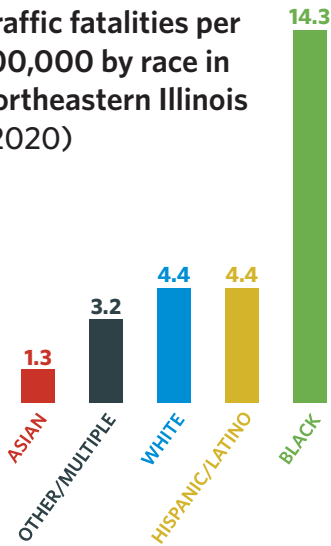
1. Death and serious injuries are unacceptable
2. Humans make mistakes
3. Humans are vulnerable
4. Responsibility is shared
5. Safety is proactive
6. Redundancy is critical

Background

Traffic fatalities have been increasing in northeastern Illinois



Traffic fatalities per 100,000 by race in northeastern Illinois (2020)

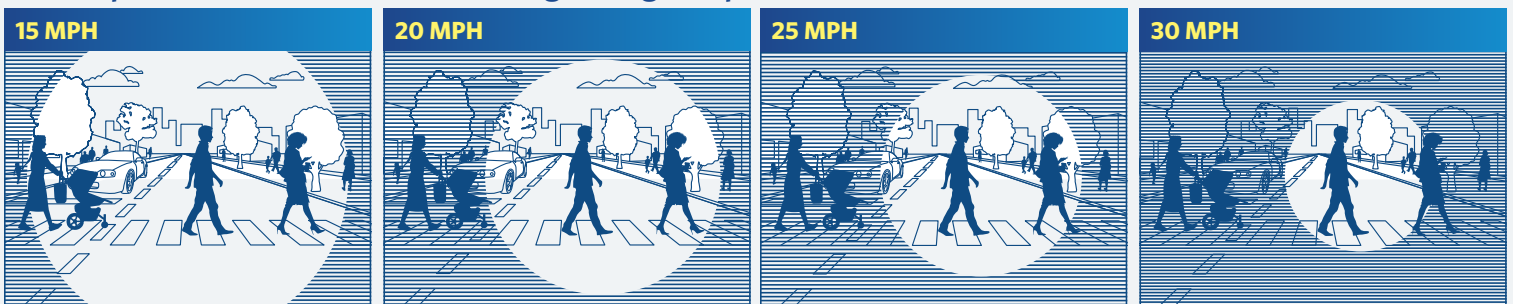


Traffic fatalities in our region have been increasing since 2014, with a significant spike during the COVID-19 pandemic that was paralleled by higher levels of pedestrian and bicyclist fatalities. Over the past several years, **speeding has been identified as a contributing factor in approximately 35-40% of fatal crashes in Illinois**. The impacts of speeding are not equitable; Black residents in our region experience disproportionately high rates of traffic fatalities, highlighting the need for equity assessments.

Speeding-related crashes are increasingly prevalent on lower-speed urban roads and coincide with higher rates of fatalities and serious injuries.

These roads have frequent intersections, access to businesses, schools, and neighborhoods, and tend to serve multiple modes of transportation including people walking, biking, rolling, and accessing transit. In these complex environments, speeding creates dangers related to field of vision, reaction time, and the severity of injury.

Drivers perceive less of their surroundings at higher speeds



Source: "Walkable City Rules," 2018.

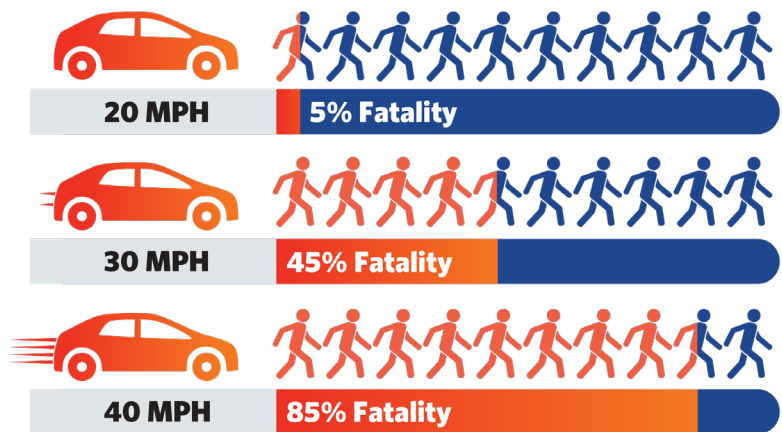
How speed impacts safety

Speeding is especially dangerous to people walking, bicycling, using wheelchairs, and other vulnerable road users (VRUs)

VRUs do not have the protective shell of a vehicle to absorb some of the **kinetic energy** — the damaging force that is a function of an object's speed and weight — generated in a crash. This means that higher vehicle speeds significantly increase the risk of pedestrian fatality.



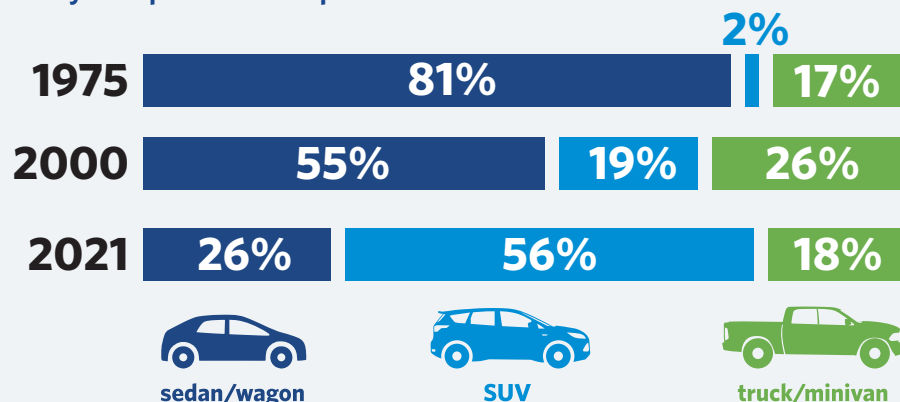
Did you know? Small changes in vehicle speed can have a big impact on the severity of a vehicle-pedestrian crash. For example, the **risk of pedestrian fatality drops by 64%** when cars travel an average of 26 mph rather than 30 mph.



Modern vehicles are larger and heavier on average, meaning they deliver more kinetic energy in a collision and pose a greater risk to other drivers and VRUs. Electric vehicles also tend to be heavier than their gas-powered counterparts. Lower-income drivers are more likely to drive older and smaller vehicles, further increasing the inequity of collision risks.

Policies, design standards, land use planning, education, and enforcement need to consider the features and risks of the modern vehicles on the road as they relate to safety of other drivers and VRUs.

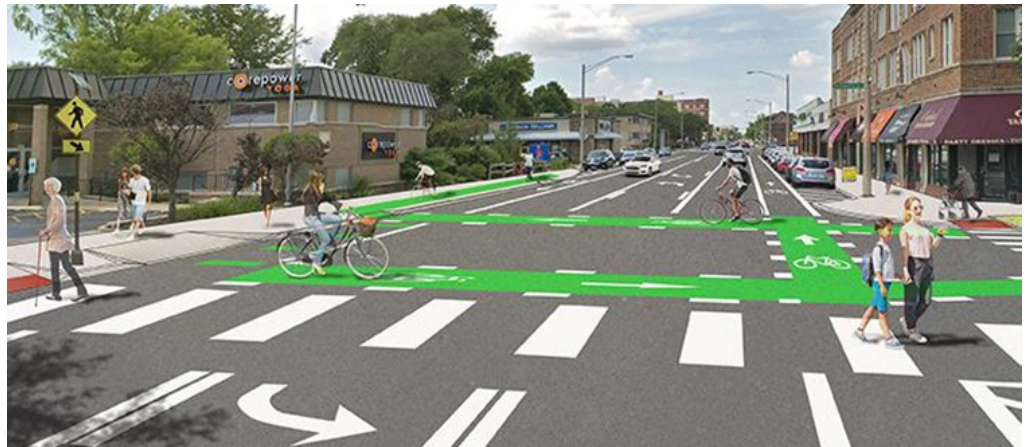
Larger and heavier vehicles make up a greater share of vehicles on the road today compared to the past several decades.



Design, policy, and enforcement

Prioritizing safety requires coordination across disciplines

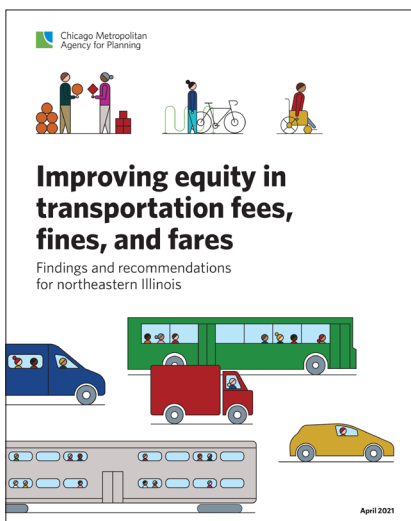
Our region must reconcile decades of infrastructure investments, policies, and practices that promote historic transportation priorities of speed and efficiency, often at the expense of safety for all road users. *Speed Management* details self-enforcing streets designs, speed limit setting methods, traffic safety culture strategies, and other tools that can support a regionally coordinated approach.



Above: The “road diet” on Madison Street in Oak Park, Illinois supports slower vehicle speeds and pedestrian/bicyclist safety through design features such as reduced vehicle lanes, marked bike lanes, and high-visibility crosswalks. Source: Federal Highway Administration.

Equitable enforcement is critical to achieving public safety goals

Law enforcement plays a role in reducing speeding and changing driver behavior, but in-person police enforcement presents equity challenges. Automated speed cameras, on the other hand, theoretically mitigate issues related to racial profiling and traffic stops escalating to violence; further study on equity impacts is needed. Cameras also effectively leverage the certainty of enforcement to motivate drivers to slow down, though there are equity concerns around fines. Any speed enforcement program should be paired with alternatives to fines to further advance equity and safety.




Learn more about CMAP’s work improving equity in transportation fees, fines, and fares at: cmap.is/fees-fines-and-fares

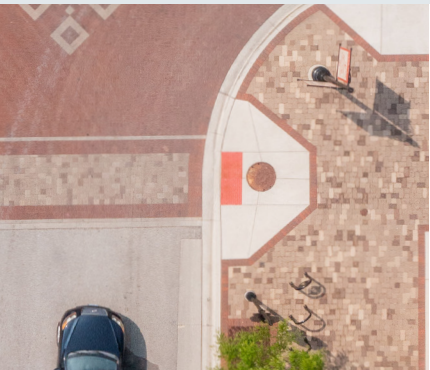


Recommendations

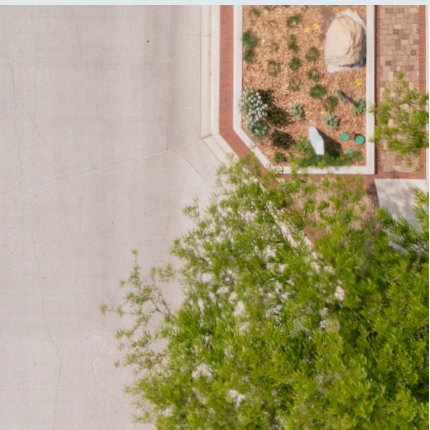
Improve roadway design and capacity guidance to reduce speeding and exposure to safety risks

- 
- Study and pilot new approaches to roadway capacity and design that reduce travel demand, encourage slower operating speeds, and support compliance with speed limits
 - Improve existing design guidance and standards to support compliance with speed limits
 - Increase funding for speed management projects by updating scoring metrics
 - Improve project-level design guidance and local approaches to reduce speeding

Reduce speed limits in urbanized areas where people walk, bike, and use transit

- 
- Improve guidance to allow and encourage reduced speed limits
 - Identify the most impactful changes to the motor vehicle code to support reduced speed limits
 - Reduce the risks posed by larger and heavier vehicles
 - Reduce speed limits by ordinance

Support safe driving behavior with education and equitable enforcement

- 
- Adopt the Safe System Approach
 - Promote enforcement techniques that have been shown to improve driver behavior, reduce speeds proactively, and advance equity
 - Improve the data needed to understand and address speeding
 - Create a framework for a traffic safety culture that leverages education

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.

433 West Van Buren Street
Suite 450
Chicago, IL 60607

cmap.illinois.gov
312-454-0400



MEMORANDUM

To: Transportation Committee
From: CMAP Staff
Date: Friday, July 26, 2024
Subject: Climate Action Plan for the Chicago MSA
Purpose: Provide update on the Climate Action Plan for the Chicago MSA
Action Requested: Discussion

CMAP seeks to update the Transportation Committee on the development of the Climate Action Plan for the Chicago MSA (CAP) by providing an overview of transportation sector emissions, and a preliminary exploration of decarbonization strategies and approaches. This memo provides a brief overview of the project and updates regarding stakeholder engagement, plan guiding principles, greenhouse gas inventory, and preliminary research on the transportation sector.

During the meeting, members will be engaged to understand where the region can lead, where to focus our efforts, and the biggest challenges associated with decarbonizing transportation. Members may prepare for the meeting by contemplating the following discussion questions:

- What decarbonization strategies are essential for this sector?
- What characteristics or assets could make the region a leader in decarbonizing the transportation sector?
- What are the greatest transportation decarbonization opportunities in the region? What are the greatest sector-specific challenges?
- What strategies have been proposed, are in progress, or are already happening in the region?
- What strategies should the region prioritize to achieve its net zero goal?

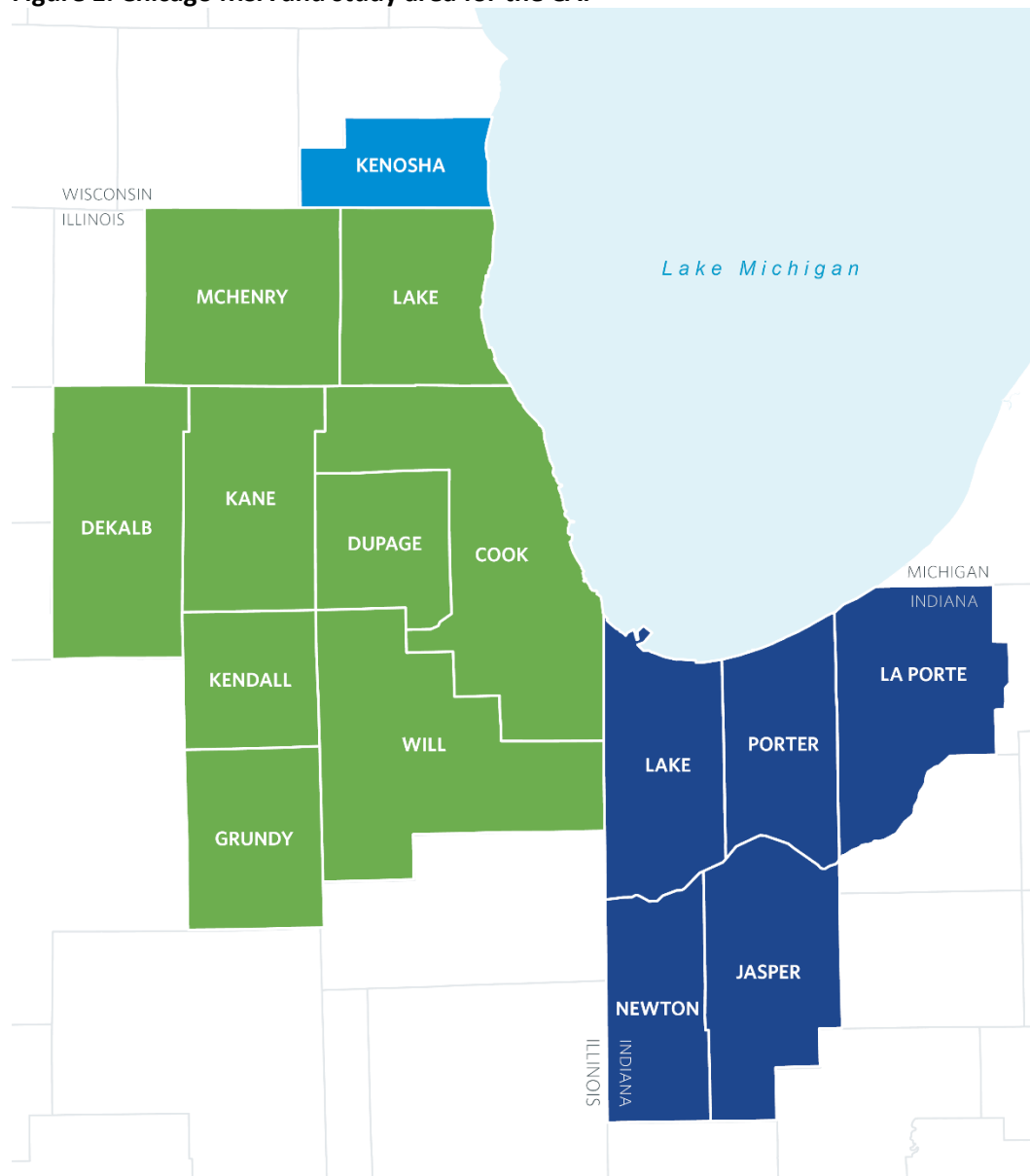
Project overview

The Metropolitan Mayors Caucus (MMC), CMAP, and Northwestern Indiana Regional Planning Commission (NIRPC) are partnering to update and expand existing regional climate mitigation plans to address greenhouse gas emissions and establish GHG reduction measures throughout the Chicago Metropolitan Statistical Area (MSA), including parts of Illinois, Indiana, and Wisconsin (Figure 1). The work is supported in part by a Climate Pollution Reduction Grant, a U.S. Environmental Protection Agency initiative to provide funding to states and metropolitan areas to develop and implement plans to reduce GHG emissions.

By July 2025, the CAP must engage a broad array of stakeholders, estimate the effectiveness of potential reduction measures, and lay out a strategy to address all significant GHG sources, sinks, and sectors. The overarching goal is to define the steps needed for the Chicago MSA to achieve the national goals of 50-52 percent below 2005 levels by 2030 and net-zero emissions no later than 2050. Per CRPG requirements, the CAP will identify GHG reduction targets and establish targets for each sector. It will

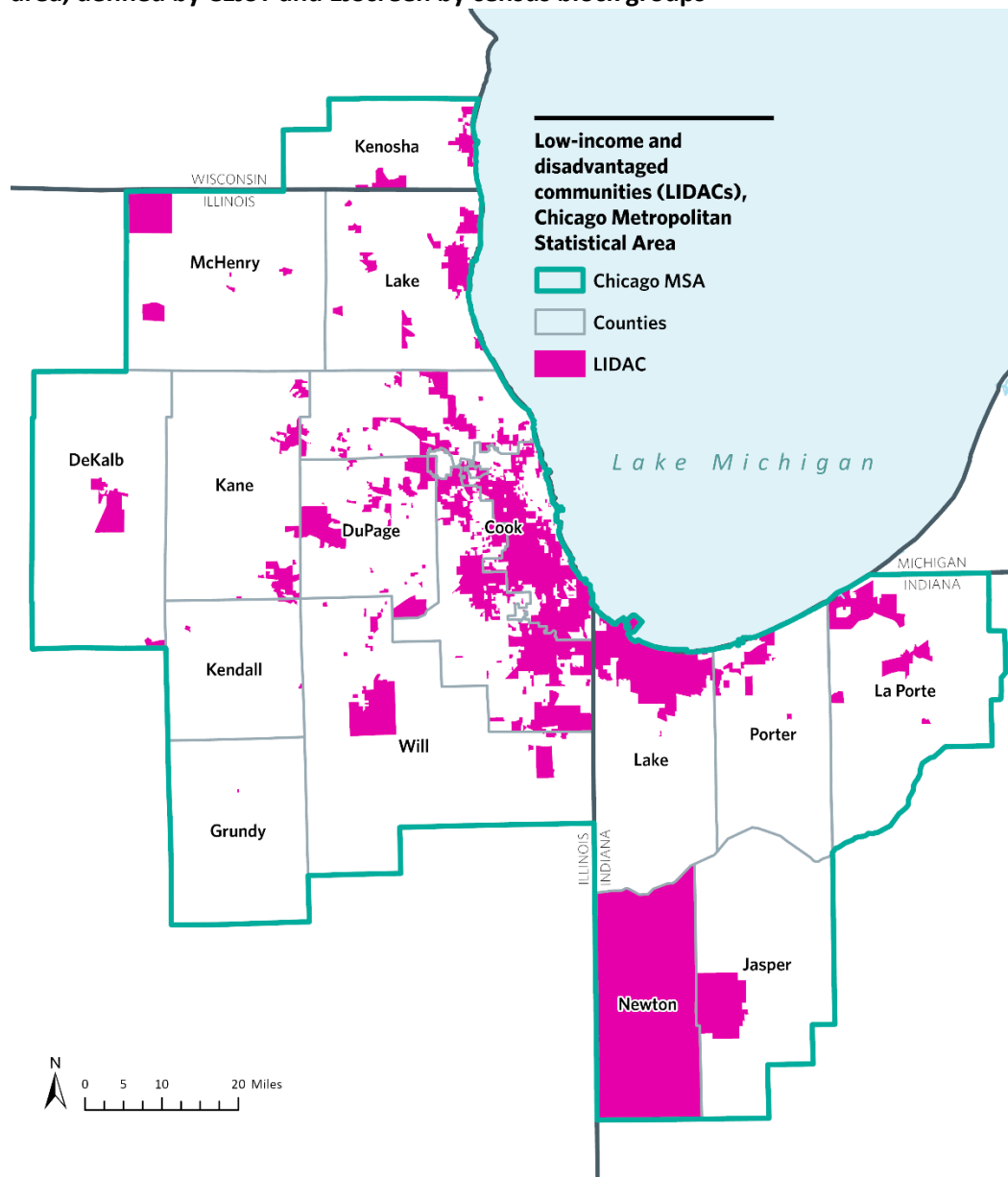
also assess the benefits that could be achieved through the reduction of criteria air pollutants as well as co-benefits to low income and disadvantaged communities that are marginalized, underserved, and overburdened by pollution (Figure 2).

Figure 1. Chicago MSA and study area for the CAP



Source: CMAP, 2024.

Figure 2. Low-income and disadvantaged communities in the Chicago metropolitan statistical area, defined by CEJST and EJScreen by census block groups



Source: CEJST, November 2022, and EJScreen, June 2023, via IRA Disadvantaged Communities Map.

Project updates

Since the March Transportation Committee meeting, the project team has made significant progress in the following areas and will provide an update at the August meeting.

Stakeholder engagement

CAP stakeholder engagement is structured to strengthen the plan and improve its chances for implementation. To accomplish these goals, CMAP will implement an outreach approach that includes a steering committee, three working groups, and several topical workshops, among other initiatives. Since the Climate Committee's last meeting, CMAP has refined the stakeholder engagement approach and convened the steering committee and three working groups in June and July.

Steering committee. The steering committee includes regional implementers, subject matter experts, and leaders from impacted communities across the 15-county Chicago MSA. The steering committee held its first meeting on June 11, 2024, and will meet quarterly, between June 2024 and July 2025 to focus on plan development and implementation. Members will not vote on the plan. Rather, they will serve as resources to inform its development. Nine committee members will serve as representatives of the working groups and CMAP Climate Committee. More members will be invited to serve as representatives on the working groups, if interested.

Working groups. Supporting the steering committee’s work will be four working groups and a series of workshops – each with their own sector or stakeholder focus. It is CMAP’s intent that the working groups contain public and private implementers, subject matter experts, and equity champions. Together, they will be responsible for reviewing and proposing strategies, goals, and targets, sharing data and resources as needed, and providing guidance on sector-specific messaging. The working group’s efforts to craft reduction strategies will run parallel to one another as well as similar efforts in topical workshops on energy generation, freight, agriculture, and other ad hoc meetings. The three sector working groups held their first meetings in July. The CAP team has made progress on identifying members and roles for the equity working group, which will be convened later this summer.

Additionally, the NIRPC Environmental Management and Policy Committee, MMC Environment Committee, this Committee and CMAP’s Community Alliance for Regional Equity will be involved in proposing and considering mitigation strategies. The CAP team will continue to coordinate and collaborate with the States of Illinois, Indiana, and Wisconsin to minimize redundancies in outreach and maximize consistency in the analysis and conclusions of the respective plans.

The CAP transportation working group includes the following members, though additional perspectives may be added as the project advances:

Representative	Organization
Samantha Bingham	Chicago Department of Transportation
Jen Henry	Chicago Transit Authority
Querida Ellis	ComEd
Jesse Elam*	Cook County Department of Transportation and Highways
Carl Lisek	Drive Clean Indiana
Pastor Scott Onqué	Faith in Place
David Wright	Gary Public Transit Corporation
Elizabeth Irvin*	Illinois Department of Transportation
Erik Varela*	Illinois International Port District
Henry Guerriero II	Illinois Tollway
Kevin Carrier, Mike Klemens	Lake County Division of Transportation
Scott Hennings	McHenry Division of Transportation
Lynette Ciavarella	Metra
Charlotte Obodzinski	Pace Suburban Bus
Brian Urbaszewski	Respiratory Health Association

*Transportation working group member also serving on the CAP steering committee.

The transportation working group will also be contributing to a related project that CMAP has launched with ComEd and the Respiratory Health Association. As a recipient of a Clean Energy to Communities (C2C) In-Depth Technical Assistance contract funded by the Department of Energy and administered by the National Renewable Energy Laboratory (NREL), our region will receive technical assistance from Argonne and Oak Ridge National Laboratories to explore how the region can fully decarbonize the transportation sector by 2050 and its impacts on the electrical grid. This 3-year project will use a scenario planning exercise to better understand the types and scale of action needed to foster a clean energy transition.

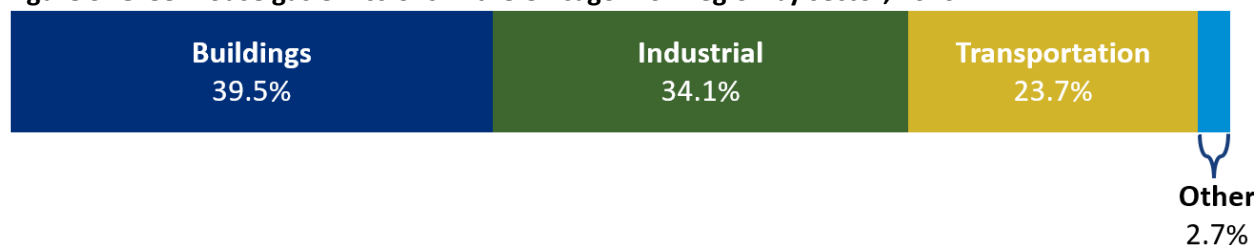
Greenhouse gas inventory

The process by which emission sources and sinks are identified and quantified within the planning geography is critical to the climate action planning process. A GHG inventory helps the region identify and assess GHG reduction measures, conduct benefit analyses, and both set and track progress toward emission reduction targets. The GHG inventory was developed in accordance with USEPA guidance through the development of the Priority Climate Action Plan and further refined for the CAP.

The 2020 Chicago MSA Greenhouse Gas Inventory¹ covers emissions from eight sectors: transportation, residential, commercial and institutional buildings, industrial, agriculture, waste, and wastewater. It also estimates carbon dioxide equivalent (CO₂e) removed due to carbon sequestration of trees, forestlands, and wetlands within the region.²

In 2020, the 15 counties in the Chicago MSA produced approximately 168 million metric tons of carbon dioxide equivalent (MMT CO₂e) of GHG emissions. Figure 3 provides the greenhouse gas emissions inventory for the Chicago MSA region, broken down by the following sectors: Buildings, industrial, transportation, and other. Carbon sequestration is estimated to reduce emissions by 2.86 MMT CO₂e annually.

Figure 3. Greenhouse gas emissions in the Chicago MSA region by sector, 2020



Source: CMAP, 2024.

Transportation emissions sector overview

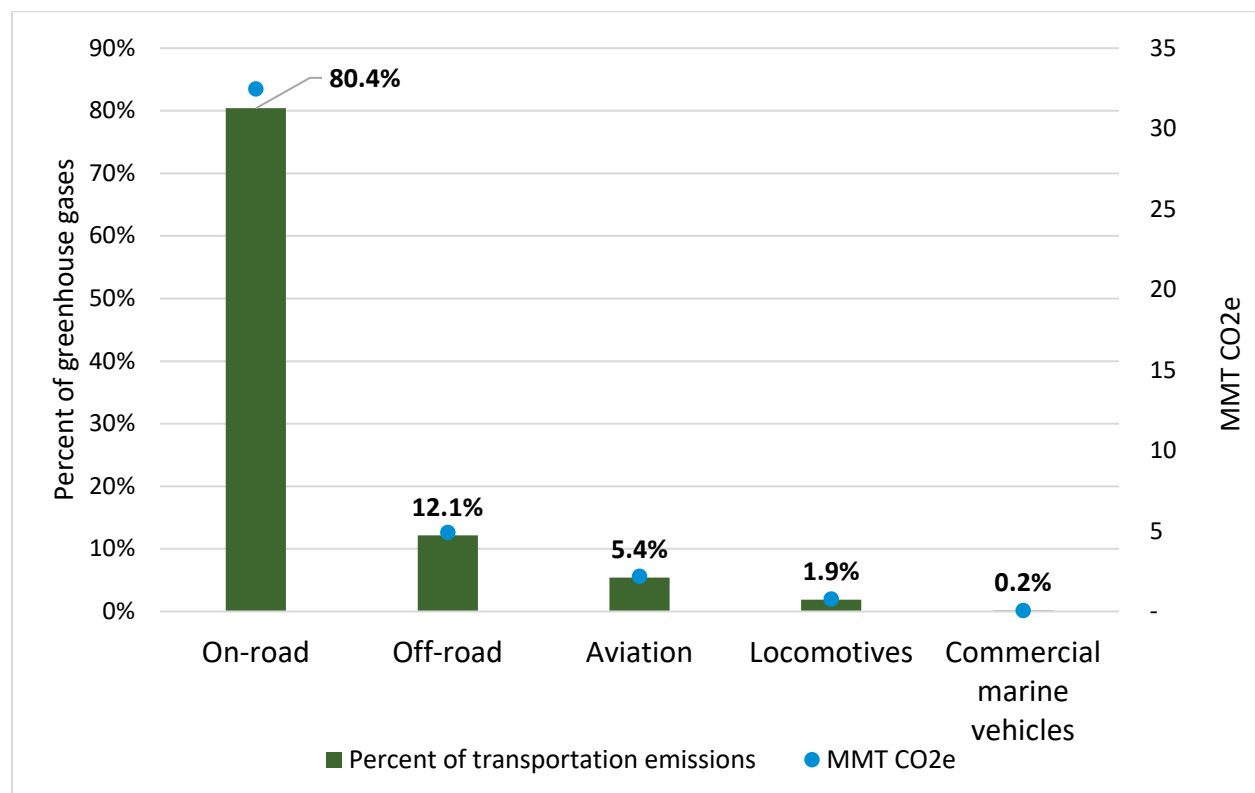
The transportation sector includes all mobile emission sources in the Chicago MSA region. Mobile emissions are produced when fuels are burned by mobile sources, including on-road vehicles, locomotives, aircraft, construction and agricultural equipment, and more. The sector represents five subsectors of mobile emissions: on-road, off-road, locomotives, commercial marine vessels, and aviation. Generally, passenger, freight, and other commercial activities occur within each transportation subsector. Although these activities occur on shared networks (e.g., the roadway system and the railway system), varying trip purposes and vehicle types cause distinct emissions impacts. Below are the definitions for each subsector:

- **On-road:** Emissions from vehicles on roads in the region; primarily cars, trucks, and buses consuming gasoline or diesel fuel.
- **Off-road:** Emissions from vehicles (e.g., golf carts, pleasure crafts) that do not travel on roadways or motorized equipment using fuels (e.g., lawncare equipment, snowblowers)
- **Locomotive:** Emissions from freight railroad operations, commuter lines, and passenger trains traveling in the region.³
- **Marine:** Emissions from commercial marine vessel diesel engines either underway or at ports.⁴
- **Aviation:** Emissions from aircrafts based on fuel consumption during landing, take-off, and on-site at aviation facilities within the MSA.

According to the 2020 GHG inventory for the Chicago MSA, the transportation sector accounts for 23.7 percent of total MSA GHG emissions, representing 40.4 million metric tons of carbon dioxide equivalent (MMT CO₂e). This makes the transportation sector the third highest emissions sector after the buildings (39.5 percent) and industrial (34.1 percent) sectors.

In the Chicago MSA, just over 80 percent of transportation emissions come from on-road vehicles such as cars and trucks. The remainder comes from off-road vehicles, aviation, locomotives, and commercial marine vessels (Figure 4).

Figure 4. Transportation emissions by subsector in the Chicago MSA, 2020

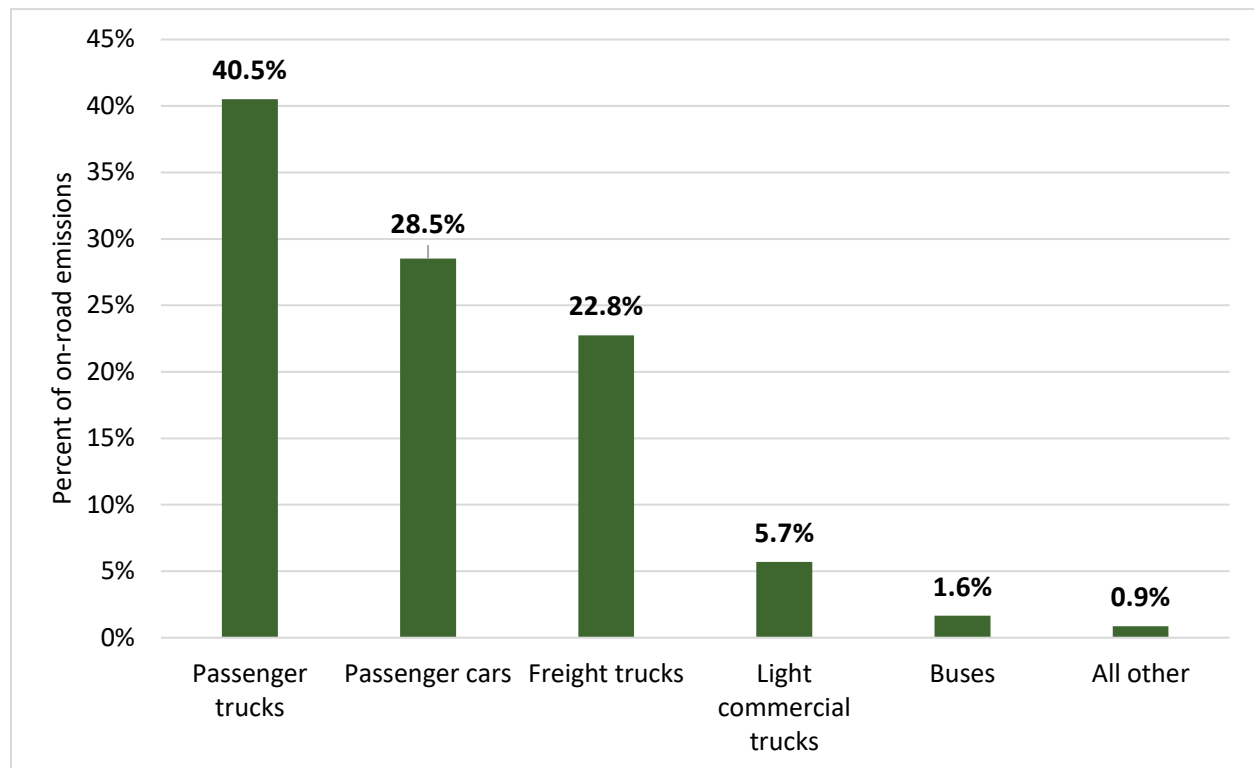


Source: CMAP, 2024.

On-road emissions are influenced by a vehicle's efficiency and the number of vehicle miles traveled (VMT). While passenger vehicles have generally improved in terms of both emissions rates and fuel economy, they contribute to the majority of the vehicle miles traveled and therefore most emissions (Figure 5).

Passenger trucks include midsize and large sports utility vehicles (SUVs) and pickup trucks. In recent years, trucks have made up an increasing share of the new vehicle market both nationally and in the Chicago MSA, in response to a growing preference for larger vehicles. As a result, passenger trucks produce the most on-road GHG emissions of all vehicle types. While freight and commercial trucks contribute a relatively smaller portion of the total VMT, the energy required for freight vehicles to travel (energy intensity) coupled with the carbon intensity of diesel fuel mean that they have an outsized impact in terms of GHG emissions. When freight truck GHG emissions are evaluated by freight truck type, approximately half are from short-haul trucks, and the other half are from long-haul trucks.

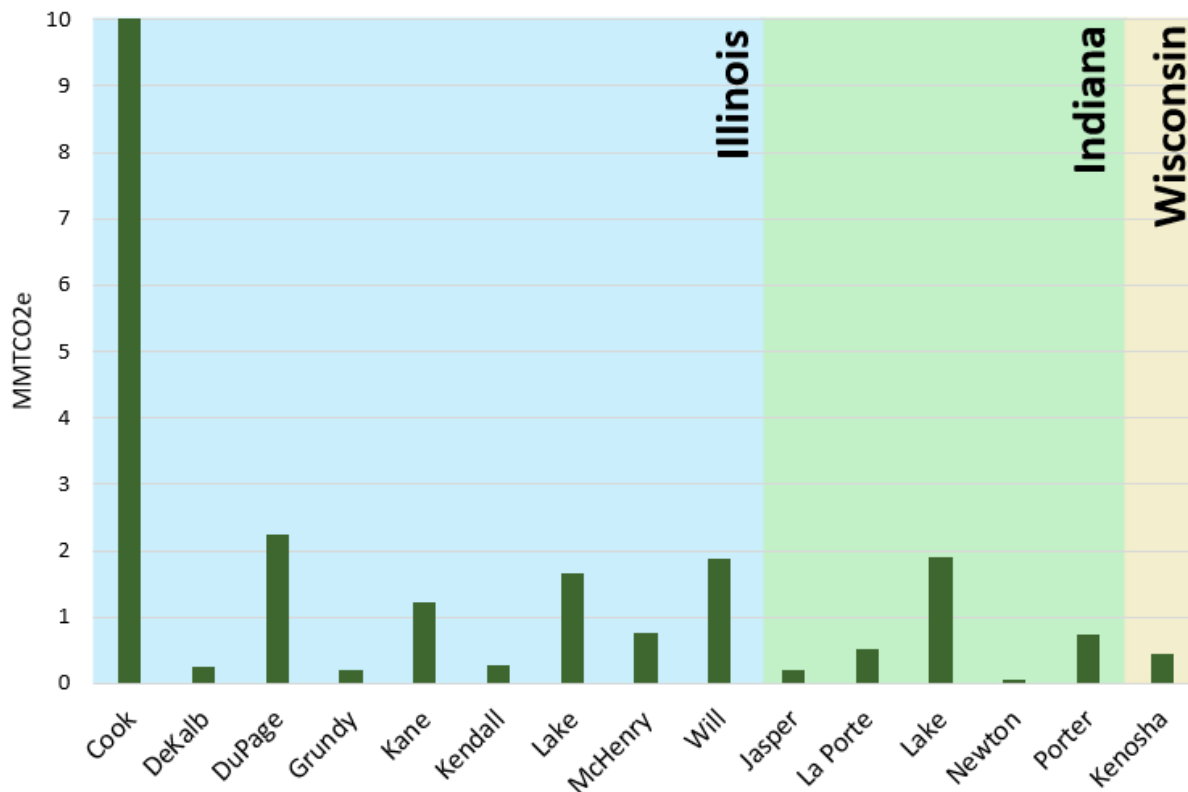
Figure 5. On-road emissions by vehicle type in the Chicago MSA, 2020



Notes: Passenger trucks include midsize and large SUVs and passenger pickup trucks. Passenger cars include sedans and small SUVs. Freight trucks include single-unit and combination short-haul and long-haul trucks. Light commercial trucks include midsize and large SUVs, vans, and pickup trucks used for commercial purposes. Buses include intercity, school, and transit buses. All other vehicles include motorcycles, motor homes, and refuse trucks. Source: CMAP, 2024.

Geographically, on-road emissions vary by county due to differences in development and travel patterns (Figure 6). For passenger emissions, Cook County is responsible for 45.7 percent of total emissions in the MSA; however, after accounting for population density, Cook County also ranks the lowest for per capita passenger emissions. Indiana counties have the highest per capita passenger emissions, but they contribute only 14 percent of the region's total passenger-related emissions.⁵ These variations reveal the various trip types that occur across the region, with high numbers of shorter trips in the denser urban core as well as longer trips that originate in or pass through the less dense areas at the edges of the region.⁶ Approximately 75 percent of the region's freight truck GHG emissions occur in Cook, DuPage, Will, Lake (IL), and Lake (IN) Counties. Of those counties, 43 percent of freight truck GHG emissions occur in Cook County alone.

Figure 6. Total passenger car/truck emissions by county in the Chicago MSA, 2020



Source: CMAP, 2024.

Other subsectors

These subsectors make up the remainder of transportation emissions with unique distributions across the MSA.

- Off-road emissions.** Construction (35.5 percent), industrial (23.3 percent), lawn and garden (18.6 percent), commercial (11.5 percent), and agricultural equipment (8.0 percent) comprise 96.9 percent of total off-road emissions. Off-road emissions are highest in the most populated counties with 63 percent emitted in Cook, DuPage, and Lake (IL). Agricultural equipment tends to make up a more significant portion of total off-road emissions in counties with lower populations.
- Aviation emissions.** Emissions from aviation are due to fuel consumption during landing, take-off, and on-site at eight airports throughout the region: Aurora Municipal Airport, DuPage Airport, Midway, O'Hare, Chicago Executive Airport, Waukegan National Airport, Kenosha Regional Airport, and Gary/Chicago International Airport. Nearly 80 percent of aviation emissions are associated with the three airports in Cook County.
- Locomotive emissions.** Approximately 73 percent of locomotive emissions come from freight travel and 27 percent from passenger travel, with most occurring in the counties of Cook, Will, and DuPage.
- Commercial marine vessel emissions.** Approximately 75 percent of these emissions are from vessels with C1 or C2-level engines that are underway (as opposed to emissions from vessels

while at ports).⁷ Nearly half of commercial marine vessel emissions occur in Cook County with an additional 19 percent occurring in Will County, 8 percent in Lake County (IL), 8 percent in Lake County (IN), and 7 percent in Porter County.

As the critical connector of homes and businesses, the transportation sector's emissions are influenced by and contribute to emissions in other sectors of our economy. Given the ongoing transition to electric vehicles (EVs), transportation sector emissions are projected to place higher demands on the electricity grid.⁸ Although EVs emit zero tailpipe GHGs, EV charging activities have emissions impacts depending on the source of power. Currently, the electricity supplying the Chicago MSA is generated from a variety of sources, with coal and natural gas used to create 64.4 percent of the total energy.

Activities in many freight-dependent industries related to manufacturing, construction, and retail trade have a direct influence on transportation sector emissions. Industries benefit from proximity to freight transportation infrastructure across modes and networks for regional, national, and global goods movement. For example, existing steel mills co-locate with ports, freight railways, and highways. Relatedly, the region's role as a freight transportation hub is reflected in associated commercial building emissions from warehousing and distribution centers. Overall, development patterns influence travel decisions and the corresponding emissions. For example, the location of a building has an impact on the region's emissions profile as it could change the length of a car trip or allow easy access to transit.

Community impacts and burdens

In addition to GHGs, other transportation sector emissions contribute to poor air quality and health outcomes, especially in historically disinvested, marginalized, and underserved communities. Exposure to air pollution causes a range of negative health outcomes including higher rates of asthma, cancers, heart disease, and more. These air pollutants include particulate matter (PM_{2.5} and PM₁₀), nitrogen oxides (NO_x), and volatile organic compounds (VOCs).⁹

Communities along highways and near warehouses, ports, airports, intermodal facilities, and rail yards are disproportionately exposed to transportation pollutants. Communities with significant freight activity are particularly exposed to poor air quality because of high levels of criteria air pollutants from medium and heavy-duty trucks. Because of redlining, racial covenants, land use, and other discriminatory policies, communities of color and people with low incomes tend to bear the brunt of transportation-related air pollution.¹⁰ Additional burdens imposed by the transportation system will be explored by the project team and working group in the future.

Key emissions drivers and national trends

Transportation emissions are influenced by several types of drivers, which are expected to change over time in ways that could either increase or decrease emissions:

- **Baseline regional conditions.** Regional conditions, such as population trends, amount of economic and freight activity, land use and development patterns, and the location of employment centers and remote work, all drive the demand for transportation and, therefore, have an impact on transportation emissions. Trips that pass through the region (e.g., long-distance road trips) may be independent of the baseline regional conditions.
- **Cost of travel.** Like the baseline regional conditions above, the cost of travel influences the demand for transportation and, therefore, impacts the level of transportation emissions. The cost of travel is primarily associated with the cost of fuel, but this category encompasses all of

the out-of-pocket costs associated with travel, such as the tolls, transit fares, e-bike incentives, the cost to own and maintain a personal vehicle, or the cost and convenience (in terms of lost or gained time) to use a particular mode.

- **Technology.** Technological changes and advances in the transportation sector are likely to impact future transportation emissions. Vehicle electrification and the increased adoption of alternative fuel vehicles are likely to reduce transportation emissions, but the rate of adoption by consumers and fleet vehicle replacement cycles will ultimately determine the rate of decarbonization. Advances in fuel efficiency, spurred in part by federal regulations, also influence transportation emissions. The impact of autonomous and connected vehicles on transportation emissions is unclear and needs further research.
- **National and international goods movement.** The Chicago region is a historic freight hub for North America,¹¹ and there are projections that freight activity will increase significantly in the coming decades.¹² The emissions associated with freight (beyond the amount of freight activity) are primarily driven by the mode of travel and the weight of cargo.
- **Changing climate conditions.** More frequent and extreme weather events (e.g., severe heat and precipitation) put increased stress on existing transportation and other public infrastructure. Extreme weather could change travel preferences and deteriorate the condition of transportation facilities, leading to changes in travel demand and congestion that increase emissions.

Transportation emissions at the national level are a slightly higher proportion than transportation emissions in the Chicago MSA. In the U.S., transportation emissions account for 28 percent of GHG emissions. Nationally, transportation emissions have been steadily increasing since 1990. According to USEPA, total transportation emissions have increased by 19 percent since 1990. This increase has been driven by the growth in VMT, counteracting the vehicle fuel economy improvements seen since 2005. From 1990 to 2022, passenger cars and light-duty trucks have increased the number of annual VMT by 47 percent.¹³ Growth in VMT can be contributed to several factors, including population growth, economic growth, development patterns, and low fuel prices. Within the 7-county area of CMAP's jurisdiction, transportation emissions have increased 2 percent between 2010 and 2019.¹⁴

According to the USEPA Automotive Trends Report,¹⁵ the emissions impact and fuel economy of new vehicles has improved significantly in recent years. However, the growing market preference for larger vehicles and trend away from sedans/wagons (with relatively higher fuel economy and lower emissions) has offset any emissions reduction benefits from improvements across vehicle types.

The DOE's 2022 Blueprint for Transportation Decarbonization includes a business-as-usual projection that sheds light on future VMT trends. Developed by the U.S. Energy Information Administration, these projections show a rebound to pre-pandemic levels and continued increases in VMT for both light and heavy-duty vehicles.¹⁶ For passenger cars, per-capita miles traveled are anticipated to remain stable; the growth in this subsector is driven by population growth (more people = more cars). Projections for economic growth, and corresponding assumptions about freight demand, could result in a 50 percent increase in heavy-duty vehicle travel by 2050. However, in the CMAP region, the volume of "lifts" (the movement of an intermodal unit) in 2023 totaled approximately 6.95 million, lower than in 2022 (7.38 million) and lower than the pre-pandemic high in 2018 (8.22 million). This runs counter to projected freight activity growth and requires more study. In addition, nationally, freight rail demand is expected to grow and air travel is expected to almost double by 2050. Domestic maritime operations are expected to decline slightly under current technology and regulations.

¹ Pandemic-related changes in transportation and energy consumption make 2020 an anomalous year for some datasets, but it is still a viable year for this analysis. The inventory is built using modeled and reported data from various time scales and geographies, which reduces the impacts of short-term fluctuations, such as those experienced in 2020. The inventory results are comparable to past efforts to study emissions in the region.

² Additional emission sources carbon sinks will be explored during the CAP development process.

³ Rail carriers are categorized into three classes, based on annual operating revenues. Class I carriers have the highest revenue threshold (over \$1.032 billion). The Chicago region is served by all six Class I railroads. More information on Surface Transportation Board rail classes can be found here: <https://www.stb.gov/reports-data/economic-data/>.

⁴ Marine diesel engines are separated into three categories based on their power: Category 1 (C1), Category 2 (C2), and Category 3 (C3). C1 and C2 engines provide propulsion to vessels such as tugboats, tow boats, supply vessels, and other commercial vessels in and around ports. C3 engines are the largest engines, usually for ocean-going vessels. The GHG emissions inventory includes emissions from both main and auxiliary engines.

⁵ Note that per capita transportation emissions rates may be misleading in rural areas where transportation activity is high and population density is low. This is because many of these trips may be pass through trips that are not pursued by the area's residents. Similarly, per capita transportation emissions do not reflect the origin, destination, or purpose of trips, which are important components to understanding why transportation emissions are occurring and how they could be mitigated.

⁶ Mobile emissions are assigned at the link level, which means that transportation activity that occurs within a particular county is assigned to that county. For example, if a trip occurs in both Cook & DuPage counties, the emissions from the trip would be distributed to both counties. The origin county will always include some additional emissions due to the emissions that occur when a vehicle is first turned on.

⁷ Examples of commercial marine vessels with C1 or C2-level engines include tugboats, towboats, supply vessels, and fishing vessels. These are smaller than vessels with C3-level engines, which are usually used on ocean-going vessels.

⁸ EV emissions associated with charging are currently in the building sector in the 2020 GHG inventory.

⁹ U.S. Department of Energy (DOE) et al., "The U.S. National Blueprint for Transportation Decarbonization: A Joint Strategy to Transform Transportation," 29, January 2023, <https://www.energy.gov/sites/default/files/2023-01/the-us-national-blueprint-for-transportation-decarbonization.pdf>.

¹⁰ The Urban Institute, "The Polluted Life Near the Highway," November 2022, <https://www.urban.org/sites/default/files/2022-11/The%20Polluted%20Life%20Near%20the%20Highway.pdf>.

¹¹ Chicago Metropolitan Agency for Planning, "ON TO 2050," October 2018, <https://cmap.illinois.gov/regional-plan/goals/recommendation/maintain-the-regions-status-as-north-americas-freight-hub/>.

¹² Illinois Department of Transportation, "Illinois 2023 State Freight Plan," 11, December 2023, <https://idot.illinois.gov/content/dam/soi/en/web/idot/documents/transportation-system/reports/opp/freight/Illinois%202023%20State%20Freight%20Plan.pdf>.

¹³ U.S. Environmental Protection Agency, "Inventory of U.S. Greenhouse Gas Emissions and Sinks," April 11, 2024, accessed June 28, 2024, <https://www.epa.gov/ghgemissions/inventory-us-greenhouse-gas-emissions-and-sinks>.

¹⁴ Chicago Metropolitan Agency for Planning, "Greenhouse gas emissions in northeastern Illinois," accessed June 28, 2024, <https://cmap.illinois.gov/data/environmental/greenhouse-gas-emissions/>.

¹⁵ U.S. Environmental Protection Agency, "The 2023 EPA Automotive Trends Report," December 2023, <https://www.epa.gov/automotive-trends>.

¹⁶ U.S. Department of Energy, et al., "The U.S. National Blueprint for Transportation Decarbonization: A Joint Strategy to Transform Transportation," 28-33, January 2023, <https://www.energy.gov/sites/default/files/2023-01/the-us-national-blueprint-for-transportation-decarbonization.pdf>.



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MEMORANDUM

To: Transportation Committee

From: CMAP Intergovernmental Affairs Staff

Date: July 26, 2024

Subject: State legislative updates

Action Requested: Information

Transit subject matter hearings

This summer, the Senate Transportation Committee kicked off a series of hearings around the region and state to hear input on opportunities to improve transit service. The first hearing, which took place on Tuesday, July 9th in downtown Chicago, focused on how transit supports the economy. Below is the published schedule for future hearings (as of July 19, 2024):

Wednesday, July 24 at 10 a.m.

Location: Moraine Valley Community College, Palos Hills
Subject Matter: Transit must be accessible and equitable

Thursday, Aug. 8 at 10 a.m.

Location: Counties of DuPage, Will, and Kendall (exact location TBD)
Subject Matter: Transit support community quality of life

Wednesday, Aug. 28 at 10 a.m.

Location: Kane County and McHenry County (exact location TBD)
Subject Matter: Transit is crucial for public health

Wednesday, Sept. 18 at 10 a.m.

Location: Northwest Suburbs of Cook County and Lake County (exact location TBD)
Subject Matter: Transit mitigates climate impact

Wednesday, Oct. 16 at 10 a.m.

Location: Springfield (exact location TBD)
Subject Matter: Funding transit is a statewide priority

As legislative deliberations progress, CMAP will continue to provide legislators with input and analysis aligned with the PART report to help inform future discussions.

Legislative updates

The Illinois General Assembly adjourned for the spring 2024 legislative session on May 29, 2024, passing the FY25 budget appropriation ([SB251](#)), the Budget Implementation Act (BIMP) ([HB4959](#)) legislation and other legislative measures relevant to CMAP's work. This document includes updates on key bills and legislative activity of interest. This information is up to date as of July 19, 2024.

CMAP priorities

SB3388/HB5077: RPA Appropriation Bill

The RPA appropriation bills were not incorporated into the FY25 budget. CMAP staff will continue working with members of the Illinois General Assembly and the Governor's office to advance this appropriation in the next legislative session.

SB3389/HB5078: RPA Modernization Bill

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

SB3389 passed both chambers and was sent to the Governor on June 18, 2024. It is anticipated to be signed by the Governor as it received unanimous support.

FY25 Budget Legislation

[SB251](#) – FY25 Budget (Sen. Sims, Jr./Rep. Gordon-Booth)

Description: FY25 Operating and Capital appropriations.

Status: [Public Act 103-0589](#)

The enacted FY25 budget and BIMP offers some important takeaways related to transit funding:

The RTA Act requires the Road Fund to provide \$150M to the Public Transportation Fund (PTF) each year (plus funds for RTA debt service). The remainder of the PTF's annual funding has historically come from the General Fund. The Governor's FY25 budget proposal sought to increase this \$150M transfer from the Road Fund to the PTF by \$175M, totaling \$325M.

The FY25 BIMP instead increases the transfer from the Road Fund to the PTF by only \$75M, totaling \$225M. It also calls for \$50M from the Leaking Underground Storage Tank Fund (LUST Fund) to be transferred to the PTF. The LUST Fund is funded through a fraction of the MFT but is separate from the Road Fund.

Both the \$75M and \$50M transfers included in the FY25 BIMP are one-time transfers, to occur only in FY25. However, this sets a precedent for similar transfers in the future.

The transfers do not provide new revenues for transportation, but rather shift the funding burden of the PTF away from the General Fund. This does not meet the transportation system's operating and capital needs at a time when 1) additional funds are needed and 2) the long-term sustainability of existing revenue sources — like the MFT — continues to be at risk.

[HB4959](#) – **FY25 BIMP** (Rep. Welch/Sen. Sims, Jr.)

Description: Creates the Fiscal Year 2025 Budget Implementation Act. Adds, deletes, and makes changes to various statutory provisions as needed to implement the State budget for Fiscal Year 2025. Effective immediately, except some provisions take effect July 1, 2024 and some provisions take effect January 1, 2025.

Status: [Public Act 103-0588](#)

[HB4951](#) – **FY25 Revenue Omnibus** (Rep. Burke/Sen. Villanueva)

Description: Creates the FY25 revenue omnibus.

Status: [Public Act 103-0592](#)

Staff analysis of the Governor's FY25 budget proposal is available on CMAP's website [here](#).

Climate and Equitable Transportation Act

The **Clean and Equitable Transportation Act** ([HB5829/SB3936](#)) is an omnibus bill that includes several different transit and climate provisions that would impact the region. The three components of the omnibus bill were also filed as separate pieces of legislation and are outlined below.

The **Metropolitan Mobility Authority Act** ([HB5823/SB3937](#)) offers a range of governance and operational reforms, including consolidating the RTA and the service boards into one entity to manage transit in the region and creates a new single regional board of directors. The bill also institutes several regional system improvements and establishes a TOD Office and Fund to advance transit-supportive land use. Additionally, a supplemental appropriations bill was filed ([HB5828/SB3938](#)) that would provide up to \$1.5B for transit, though the bill does not specify how that revenue would be raised. It is expected that deliberations about proposed reforms will take place over the next several months.

The **Transportation Choices Act** ([HB5825/SB3934](#)) establishes a statewide greenhouse gas target of net zero transportation emissions by 2050. The bill sets several compliance mechanisms and analytical requirements for IDOT and metropolitan planning organizations across the state. Specifically, the bill sets requirements for three project-level analyses, which

are 1) GHG Emissions Analysis for Roadway Capacity Expansion Projects, 2) Climate Equity Accessibility Score, and 3) Social Cost of Carbon. These each have impacts on projects in the long-range regional transportation plan and/or the programming of projects in the TIP.

The bill also establishes two plan-level requirements, which are the RTP GHG Emissions Analysis and Housing Coordination Planning. CMAP will be in conversation with IDOT, MPOs, bill sponsors, and other stakeholders about how best to achieve the objectives of this bill in light of IDOT and MPOs' existing federal requirements.

The **Zero Emission Vehicles Act (HB5824)** provides several provisions accelerating zero-emission vehicle adoption in Illinois. This includes a requirement that Illinois align with California's vehicle emission standards for passenger and heavy-duty vehicles.

Additional transportation bills of interest

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

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

Transportation Safety

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

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

Status: Re-referred to House Rules on 4/19/24

HB4451 – VEH CD-SPEED CAMERA REVENUE (Rep. Andrade, Jr.)

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

Status: Referred to Senate Assignments on 6/26/2024

Transit and Bike/Ped

[HB4489 HA1](#) – **BIKE/PEDESTRIAN PATH FUNDING** (Rep. Ness)

Description: Amends the Illinois Highway Code. Provides that the Department of Transportation shall establish and solely fund bicycle and pedestrian ways in conjunction with the construction, reconstruction, or other change of any State transportation facility in an unincorporated area of a county that is located within one mile of a municipality with a population of over 50,000 (in addition to in or within one mile of a municipality with a population of over 1,000 people). Allows a county (in addition to a municipality) to opt out of bicycle and pedestrian way construction by passing a resolution stating that a bicycle or pedestrian way does not fit within its development plan.

Status: Referred to Senate Assignments on 6/26/2024

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

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

Status: Sent to the Governor on 6/14/2024

Transportation Infrastructure and Funding

[HB5511](#) – **2024 PROCUREMENT OMNIBUS** (Rep. Hoffman/Sen. Castro)

Description: Creates the procurement omnibus and provides for numerous changes to the Procurement Code. Creates the Progressive Design-Build Pilot Program Act. Provides that the Capital Development Board may elect to use the progressive design-build delivery method. Sets forth other provisions concerning procedures for selection and submission of qualifications, the award of contracts, pricing, and federal requirements. Makes other changes. One change of note is the restoration of the language stricken last session from the Public-Private Partnerships for Transportation Act that requires any transportation facility developed under this act to be consistent with the regional plan of the MPO in whose boundaries the project is located. It also expands the definition of a “responsible public entity” to include the five most populous counties in Illinois, in addition to IDOT and Tollway.

Status: Sent to the Governor on 6/26/2024

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

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

Status: Re-referred to Senate Assignments on 5/3/24

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

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

Status: Re-referred to House Rules on 5/10/24