



## TRANSPORTATION COMMITTEE

### AGENDA - FINAL

Friday, September 13, 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](mailto:info@cmap.illinois.gov) until September 12, 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](mailto: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](mailto: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 August 2, 2024** [24-380](#)

ACTION REQUESTED: Approval

**Attachments:** [Transportation Committee 08.02.24 Minutes](#)

**4.0 CMAP Updates****5.0 Items for Approval****5.01 FFY 2023-2028 Transportation Improvement Program (TIP) amendments and administrative modifications** [24-378](#)

PURPOSE & ACTION: TIP amendment 24-11 was published to the eTIP web site on September 6, 2024 for committee review and public comment. A memo summarizing formal TIP amendment 24-11 and administrative amendments 24-11.1 and 24-11.3 is included in the meeting materials. Staff requests approval of TIP amendment 24-11.

ACTION REQUESTED: Approval

**Attachments:** [TC\(Memo\)TIP Amend 24-11](#)  
[Formal TIP Amendment 24-11](#)  
[Administrative TIP Amendment 24-11.1](#)  
[Administrative TIP Amendment 24-11.3](#)

**6.0 Information Items****6.01 CMAQ Program Mid-Point Performance Plan** [24-377](#)

The attached draft report summarizes the federal requirements for CMAP in the establishment and monitoring of performance measure targets associated with the Congestion Mitigation and Air Quality Improvement (CMAQ) program. In 2018 CMAP established the 2-year and 4-year targets for the 1st Performance Period with the adoption of ON TO 2050. With the adoption of the ON TO 2050 Update on October 12, 2022, CMAP established new 2-year and 4-year targets for the 2nd Performance Period. This report contains a 2-year progress assessment in achieving those performance targets. The final report is due to IDOT prior to October 1, 2024.

ACTION REQUESTED: Information

**Attachments:** [CMAQ Mid-Point Perf Plan-2 Perf Period DRAFT](#)

**6.02 Regional Transportation Plan update** [24-379](#)

PURPOSE & ACTION: Following a brief update on the progress of the Regional Transportation Plan, CMAP staff will provide an overview of the planned approach and next steps for the Financial Plan for Transportation.

ACTION REQUESTED: Information

**Attachments:** [6.02 Financial Plan Update Memo 2024-09-13](#)

**6.03 Safe Streets for All Regional Safety Action Plan Update** [24-384](#)

PURPOSE & ACTION: Staff will provide an update on the Safe Streets for All (SS4A) safety action planning effort that is currently underway, including the important need for this work, information on engagement activities, and the end goal of supporting our communities in the implementation of projects that will help to eliminate roadway fatalities and serious injuries in northeastern Illinois.

ACTION REQUESTED: Information

**Attachments:** [SS4A Update Memo 13 09 2024](#)

**6.04 State legislative update** [24-366](#)

PURPOSE & ACTION: The Intergovernmental Affairs team will provide an update on recent state legislative activity.

ACTION REQUESTED: Information

**Attachments:** [6.04 State Legislative Update Memo 2024-09-13](#)

**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 November 22, 2024

**10.0 Adjournment**



**TRANSPORTATION COMMITTEE**

**MEETING MINUTES - DRAFT**

Friday, August 2, 2024

9:30 AM

**Cook County Conference Room**  
**433 West Van Buren Street, Suite 450**  
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<https://us06web.zoom.us/j/89184656879?pwd=PsBFjkp2bC3t6RhfOtfyLLaFbPHiZX.1>

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## 1.0 Call to Order and Introductions

Vice Chair Tara Orbon called the meeting to order at 9:30 a.m.

**Present:** Academic Research Representative 1, CDOT Representative, CMAP Representative, CNT 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, RTA Representative, SEWRPC Representative, Tollway Representative, and Will Co Representative

**Absent:** Academic Research Representative 2, and CoM Representative

**Non-Voting:** FHWA Representative

**Absent (NV):** FTA Representative

Noting a physical quorum of the committee, Vice-Chair Orbon reported a request was received from SEWRPC Representative Ryan Hoel to attend the meeting virtually in compliance with the Open Meetings Act (OMA).

*A motion was made by CMAP Representative Aimee Lee, seconded by IEPA Representative Jack Cruikshank, to allow SEWRPC Representative Ryan Hoel to attend virtually in compliance with OMA regulations. The motion carried by the following vote:*

**Aye:** Academic Research Representative 1, CDOT Representative, CMAP Representative, CNT 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, RTA Representative, Tollway Representative, and Will Co Representative

**Absent:** Academic Research Representative 2, and CoM Representative

**Non-Voting:** FHWA Representative

**Not Present:** SEWRPC Representative

**Absent (NV):** FTA Representative

Vice-Chair Orbon recognized SEWRPC Representative Ryan Hoel as present and able to participate in the meeting.

Tara Orbon served as Cook Co Representative; P.S. Sriraj served as Univ Academic Research 1 Representative; Vig Krishnamurthy served as CDOT Representative; Aimee Lee served as CMAP Representative; Pam Jones served as CNT Representative; Jennifer Henry served as CTA Representative; John Loper served as DuPage Co Representative; Steve Schilke served as IDOT D1 Representative; Chuck Abraham served as IDOT OIPI Representative; Megan Swanson served as IDOT OP&P Representative; Jack Cruikshank served as IEPA Representative; Jackie Forbes served as Kane Co Representative; Heidi Lichtenberger served as Kendall Co Representative; Mike Klemens served as Lake Co Representative; Scott Hennings served as McHenry Co Representative; Lynnette Ciavarella served as Metra Representative; Audrey Wennink served as MPC Representative; Tom Vander Woude served as NIRPC Representative; Erik Llewellyn served as PACE Representative; Kyle Whitehead

served as RTA Representative; Ryan Hoel served as SEWRPC Representative; Karyn Robles served as Tollway Representative; Christina Kupkowski served as Will Co Representative; and John Paul Diipla served as FHWA Representative.

**Staff present:** Laurent Ahiablame, Bill Barnes, Victoria Barrett, Nora Beck, John Carpenter, Teri Dixon, Kama Dobbs, Kate Evasic, Doug Ferguson, Jane Grover, Noah Harris, Jaemi Jackson, Keshia Jefferson, Martin Menninger, Anthony Norwood, Russell Pietrowiak, Elizabeth Scott, Ryan Thompto, Blanca Vela-Schneider, Claire Williams

**Others present:** Garland Armstrong, Lukas Bettich, Eric Czarnota, John Donovan, Drew Duffin, Tavis Farmer, Brandon Gerber, Linnea Goderstad, Katie Herdus, John Paul Jones, George Kandathil, Mark Kane, Gretchen Klock, Robert Kastigar, David Kralik, Brian Larson, Brittany Matyas, Heather Mullins, Matt Pasquini, David Ramirez, Todd Schmidt, Greg Swanson, Lily Swanson, Joe Surdam, Daniel Thomas, Michael Vanderhoof

## 2.0 Agenda Changes and Announcements

There were no additions or modifications to the agenda.

## 3.0 Approval of Minutes

### 3.01 Minutes from May 31, 2024

[24-318](#)

**Attachments:** [Transportation Committee 5.31.24 Minutes](#)

*A motion was made by DuPage Co Representative John Loper, seconded by CMAP Representative Aimee Lee, to approve the May 31, 2024 minutes. The motion carried by the following vote:*

**Aye:** Academic Research Representative 1, CDOT Representative, CMAP Representative, CNT 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, RTA Representative, SEWRPC Representative, Tollway Representative, and Will Co Representative

**Absent:** Academic Research Representative 2, and CoM Representative

**Non-Voting:** FHWA Representative

**Absent (NV):** FTA Representative

## 4.0 CMAP Updates

Aimee Lee, Deputy of Transportation, Research, Analysis and Planning, reported that July was Disability Pride month. It marks the anniversary of the Americans with Disabilities Act.

Deputy Lee congratulated Lake County Division of Transportation and the Village of Round Lake on receiving an \$18.8 million RAISE Grand award for the Cedar Lake Road alignment project. The project is in alignment with CMAP's 2050 goals, was included in the 2024 list of regional priority projects for Infrastructure Investment and Jobs Act (IIJA) funding, and received support from the Lake County Council of Mayors.

Deputy Lee reported on CMAP's new website, the release of 2024 Community Data Snapshots, an open house for the future North DuSable Lakeshore Drive and related improvements, the My Daily Travel Survey that will go out after Labor Day, and the Future Leaders in Planning (FLIP) program.

Deputy Lee reported 30 projects were selected by CMAP for technical assistance. The technical assistance program is in partnership with the RTA. The RTA continues to review applications and will announce its awarded projects in July.

*CMAP updates were received and filed.*

## 5.0 Items for Approval

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

[24-319](#)

**Attachments:** [TC\(Memo\)TIP Amend 24-10](#)  
[Formal TIP Amendment 24-10](#)  
[Administrative TIP Amendment 24-10.1](#)  
[Administrative TIP Amendment 24-10.2](#)

Russell Pietrowiak, Senior Programming Analyst, presented FFY 2023-2028 TIP amendment 24-10 and administrative modifications 24-10.1 and 24-10.2. Formal amendments resulted in an increase of more than \$890 million in total project costs for all prior, future and current years. Notable changes include \$200 million to the I-80 project, \$63 million added to the Illinois 53 project, and \$500 million to the CTA Red Line extension.

Administrative amendments add \$42 million to TIP. The total cost in the TIP from all amendments resulted in \$932 million being added to the TIP. The amendments were posted on July 26, 2024 for the committee and public review.

*A motion was made by Lake Co Representative Mike Klemens, seconded by Kane Co Representative Jackie Forbes, to approve FFY 2023-2028 Transportation Improvement Program (TIP) amendments and administrative modifications 24-10 and 24-10.2. Motion carried by the following vote:*

**Aye:** Academic Research Representative 1, CDOT Representative, CMAP Representative, CNT 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, RTA Representative, SEWRPC Representative, Tollway Representative, and Will Co Representative

**Absent:** Academic Research Representative 2, and CoM Representative

**Non-Voting:** FHWA Representative

**Absent (NV):** FTA Representative

## 6.0 Information Items

### 6.01 Regional Transportation Plan update

[24-320](#)

**Attachments:** [2026 RTP](#)

Ryan Thompto, Principal Policy Analyst, reported that his work oversees the transportation investment strategy program, including the development of the Regional Transportation Plan (RTP). At the last meeting, a presentation was provided on the review of plans adopted by federal, state, county, transit, and other agencies to identify common goals, objectives, and strategies.

CMAQ has been meeting with stakeholders to ensure the right data and research are collected for the existing conditions and future needs elements before CMAQ moves into the strategy conversation in the coming year. Principal Thompto provided a brief update on the financial planning portion of the RTP, the work to update policies and procedures related to the Regional Significant Projects (RSPs), and the congestion management process.

Discussion ensued regarding the different facets of the RTP plan.

*An update of the Regional Transportation Plan was presented.*

### 6.02 Transportation Performance Measures update

[24-322](#)

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

Martin Menninger, Program Lead, presented an update on transportation performance measures. FHWA has created a federal transportation performance management (TPM) framework. The TPM is a strategic data driven approach that uses system information to make investment and policy decisions to achieve performance goals. It brings together different plans to make sure CMAQ works towards its goals.

Program Lead Menninger reported CMAQ's framework for the RTP as well as other plans begins with a strategic direction that focuses on goals, objects, and performance measures.

The next step in the frame is to set targets including technical methodologies and business processes. An example of target setting is the annual review of the safety targets. Targets inform and feed into the performance-based planning work which includes strategy identification and investment prioritization. A few of CMAQ's performance-based plans include the Climate Action Plan, Congestion Management Strategy, County Safety Plans, and other agency plans.

CMAQ then begins the performance-based programming work that includes programming within and across performance areas. It connects CMAQ's ideas to the resources it needs to achieve them. Examples of program-based programming includes the Regional Capital Project evaluation and the STP project evaluation criteria update.

As part of the framework, CMAQ must monitor and make adjustments at system, program, and project levels. An example is the number of different points in which CMAQ monitors and evaluates the targets in its long-range plan.

Finally, the framework ends with reporting and communicating internally and externally. CMAQ is



moving to a new ESRI-based federal measures dashboard that will allow CMAP to provide information timelier and provide for a better user experience.

Discussion ensued regarding target-setting and regional indicators.

*An update on transportation performance measures was presented.*

### 6.03 Speed Management Report overview

[24-323](#)

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

Victoria Barrett, Senior Transportation Planner, presented an overview of the Speed Management Report. This is part of the Safe Travel for All Road (STAR) project, a five-year effort of defined projects to improve travel safety in the region.

The region has seen an escalating number of traffic fatalities since 2014 with a notable spike in 2021. Black residents have historically been overrepresented in traffic fatalities. During the last five years, speed was a contributing factor in about 46% of traffic deaths in northeastern Illinois from 2017 to 2021. Fatal and serious injuries are occurring in areas with posted speed limits of 30 miles per hour.

Senior Transportation Planner Barrett reviewed fatality risks for pedestrians when they are hit by a car, noting that as a driver's speed increases, their field of vision decreases. Higher speeds also increase the distance required for a driver to stop. It was noted that vehicles are heavier than in previous years, causing more significant damage when in a collision. According to the Institute for Highway Safety, vehicles with hoods more than 40 inches off the ground are 45% more likely to kill a pedestrian when striking. Small reductions in speed can have a global reduction in pedestrian fatality risk. If vehicles traveling on a 30 mile per hour road reduced their rate of speed by just one mile per hour, the pedestrian fatality rate could be reduced by 17%.

Senior Transportation Planner Barrett reported there are three recommendations in the report: 1) improve roadway design and capacity guidance to reduce speeding and exposure to safety risks; 2) reduce speed limits in urbanized areas where people walk, bike, and use transit; and 3) support safe driving behavior with education and equitable enforcement.

Discussion ensued regarding the correlation between posted speed limits and the actual rate of speed in a fatality and how transit agencies can play a role in increasing awareness in safety.

*An overview of the Speed Management Report was presented.*

### 6.04 Climate Action Plan update

[24-324](#)

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

Kate Evasic, Senior Planner, and Noah Harris, Associate Analyst, presented an update to the Climate Action Plan (CAP). Senior Planner Evasic reported that the CAP is supported by the USEPA Climate Pollution Reduction Grants (CPRG) program. CMAP is leading the developing of the CAP in partnership with the Metropolitan Mayors Caucus and Northwest Indiana Regional Planning Commission with the goal of reducing greenhouse gas (GHG) emissions by 50% by 2030 and net-zero by 2050. The CAP is due July 2025.

Since staff's last presentation to the Transportation Committee in March, the planning area boundary was increased to include LaPorte County at the recommendation of Northwestern Indiana Planning Commission (NIRPC). The Climate Action Plan will explore all strategies across all sectors.

CMA's guiding principles include: 1) committing to zero by embracing transformative actions or strategies; 2) centering equity by seeking to reduce existing disparities for underserved and marginalized communities and designing strategies that maximize co-benefits and advance an inclusive energy transition, and 3) planning for action by prioritizing actions that move the region toward short- and long-term goals, and collaborating with stakeholders to ensure plan recommendations are relevant, realistic and actionable.

Senior Planner Evasic reported CMAP has developed an engagement strategy that will harness the expertise of implementers, subject matter experts, and community leaders. A steering committee and working groups have been created, and workshops and focus groups will be held as needed.

Associate Analyst Harris reviewed existing GHG conditions. Approximately 168 million metric tons of carbon dioxide equivalent was emitted in 2020 of which 39.5% came from the building sector, 34.1% came from the industrial sector, 23.7% came from transportation sector, and another 2.7% came from other sectors.

Focusing on the transportation sector, Associate Analyst Harris reported the five subsectors of transportation are: 1) on-road emissions from vehicles on the road; 2) off-road emissions from off-road vehicles and equipment; 3) aviation emissions from aircrafts during landing, takeoff, or at facilities; 4) locomotive emissions from freight and passenger trains, and 5) marine emissions from commercial marine vessel diesel engines. Overall, on-road vehicle emissions make up the majority of GHGs in the transportation sector. He reviewed on-road emissions by vehicle type, noting that 60% of on-road emissions come from passenger trucks and cars.

GHGs contribute to air pollution with particulate matter, nitrogen gases, and volatile organic compounds contributing to asthma, cancers, heart disease, premature death, and more. GHGs also create greater inequitable burdens and impacts to disinvested, marginalized, and underserved communities who see heavy freight truck activities, and are situated near highways, warehouses, ports, airports, intermodal facilities, and rail yards. Associate Analyst Harris reported that regional conditions, technology, cost of travel, national and international goods movement, and changing climate conditions drive emissions.

Senior Planner Evasic reported that a net-zero GHG goal means cutting greenhouse gas emissions released by human activities as close to zero as possible with any remaining GHGs balanced out by removal. While the CPRG program does not require a specific reduction target, the work should be in line with national goals and sector-based emission reduction targets are encouraged. Accordingly, CMAP will explore updated emission reduction targets as well as sector targets to align with current national goals.

The US DOT has emphasized three main approaches to cutting transportation-related GHGs: 1) make transportation more convenient; 2) make transportation sector more energy-efficient; and 3) create clean energy across all transportation modes and sectors. Decarbonization requires agencies to take a variety of actions to implement strategies. Implementation levers will increase convenience, improve

efficiency, and transition to clean energy.

Discussion ensued regarding what agencies are doing to tackle transportation emissions. It was noted that while transit agencies continue to look at ways to reduce GHGs, the biggest challenge is encouraging motorists to move away from the using personal vehicles to public transportation.

*An update of the Climate Action Plan was presented.*

## 6.05 Legislative update

[24-317](#)

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

John Carpenter, Legislative Affairs Director, reported the legislature adjourned in May but hearings on transit continue. The Senate Transportation Committee has kicked off a series of hearings around the region and state to get input on opportunities to improve transit services. The first two hearings focused on how transit supports the economy and how transit must be accessible and equitable. Staff continues to follow these hearings and will provide input, as necessary. MPC Representative Audrey Wennink noted that the August 8 hearing has changed to August 9 and will be held at the Naperville City Hall.

Funding for the Regional Planning Act (RPA) appropriation bill was not incorporated into the state's FY25 budget and CMAP will continue to lobby to move this bill forward. The RPA Modernization bill, that makes changes to CMAP's enabling statute to support timely decision-making while maintaining regional consensus for key agency activities, has passed both legislative chambers and awaits signature by the governor.

Discussion ensued regarding a bill that proposed amending the Illinois Vehicle Code to reduce the default speed limit to 20 miles per hour. It was noted that the bill did not move this legislative session but it is anticipated that it will be reintroduced in the next legislative session.

*A legislative report was received and filed.*

## 7.0 Other Business

Academic Research Representative PS Sriraj reported on the Work from Home (WFH) Study Survey being conducted by the University of Illinois at Chicago's Urban Transportation Center. The goal of the survey is to understand employer preferences and experiences with current WFH policies. It seeks to understand the drivers of developing and modifying their policies under current and future labor market conditions. The research will also explore potential impacts of WFH policies on workers' daily trip making decisions and mode of travel copies and the impacts of these choices on urban travel.

## 8.0 Public Comment

Garland Armstrong, former Illinois resident, discussed the need to provide educational materials in multiple languages to create awareness on the dangers of speeding. He also advocated in creating safety awareness on public transit in the event of a mechanical failure or issue.

## 9.0 Next Meeting

The next meeting is scheduled for September 13, 2024.

## 10.0 Adjournment

*A motion was made by CMAP Representative Aimee Lee, seconded by IEPA Representative Jack Cruikshank, to adjourn the meeting. The motion carried by the following vote:*

**Aye:** Academic Research Representative 1, CDOT Representative, CMAP Representative, CNT 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, RTA Representative, SEWRPC Representative, Tollway Representative, and Will Co Representative

**Absent:** Academic Research Representative 2, and CoM Representative

**Non-Voting:** FHWA Representative

**Absent (NV):** FTA Representative

The meeting was adjourned at 11:32 a.m.

Minutes prepared by Blanca Vela-Schneider.

## MEMORANDUM

**To:** CMAP Transportation Committee

**From:** CMAP Staff

**Date:** September 6, 2024

**Subject:** Transportation Improvement Program (TIP) Amendments

**Action Requested:** Approval of Formal TIP Amendment 24-11

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Since the committee’s last meeting, project programmers submitted 36 formal amendments for Transportation Committee consideration. Additionally, 104 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 24-11.

### Formal Amendment 24-11

A total of 36 formal amendments were submitted for Transportation Committee approval on amendment 24-11. Most (18) were due to cost changes exceeding the thresholds for administrative approval. These changes added \$75.2 million in total cost and increased federal participation in projects by \$71.0 million. Cost changes made with project phases moving into or out of the active years (FFY 2024 to 2028) of the TIP on ten (10) projects added \$76.7 million in total cost and \$51.0 million in federal participation. Six (6) new projects added \$6.9 million in total cost, with \$4.8 million in federal participation. Two (2) deleted projects removed \$3.9 million total and \$0.9 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 \$155 million in total cost, and \$126.0 million in federal participation, as summarized below.

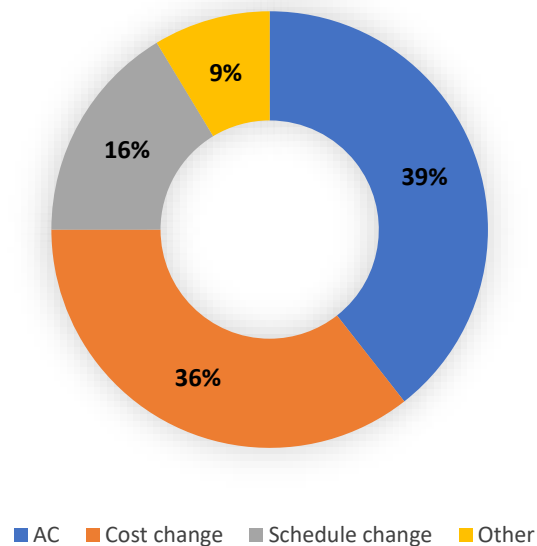
Type of change	# of projects	Change in total cost	Total cost before	Total cost after	Change in federal cost	Federal cost before	Federal cost after
Cost change	18	\$75.2	\$762.7	\$837.9	\$71.0	\$519.4	\$590.4
Phase(s) moved into or out of TIP years	10	\$76.7	\$417.0	\$493.7	\$51.0	\$261.2	\$312.2
New Project	6	\$6.9	\$0.0	\$6.9	\$4.8	\$0.0	\$4.8
Delete project	2	-\$3.9	\$3.9	\$0.0	-\$0.9	\$0.9	\$0.0
<b>Grand Total</b>	<b>36</b>	<b>\$155.0</b>	<b>\$1,183.7</b>	<b>\$1,338.6</b>	<b>\$126.0</b>	<b>\$781.5</b>	<b>\$907.5</b>

All costs in \$ millions

### Administrative Amendments 24-11.1 and 24-11.3

A total of 104 Administrative Amendments were submitted, reviewed, and accepted by staff on amendments 24-11.1 and 24-11.3. Administrative amendments include new projects that are not federally funded or have all federal funds in future years, conversion of project phases to or from Advance Construction (AC), cost changes that are below CMAP's amendment thresholds, changes to project schedules within the years of the TIP, changes to fund sources, and other miscellaneous changes that do not affect the scope, schedule, or funding of projects in a way that requires committee approval.

**24-11.1 & 24-11.3 Administrative Amendments - Type of Changes**



Most of the administrative changes were to convert project phases from Advance Construction (AC) status (26 projects) or to place project phases in Advance Construction (AC) status (15 projects). Financial adjustments made with these changes resulted in \$9.0 million in total cost being added to the TIP. Cost changes were made administratively on 37 projects, adding \$16.6 million in total cost. Twenty-one (21) projects had schedule or other changes, such as the addition of project IDs and updating project contact information, without any financial changes. Additionally, four (4) projects were combined into a single project to facilitate federal funding authorization on administrative amendment 24-11.3, with no change to project costs. 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	26	\$8.4	\$364.9	\$373.3	\$7.4	\$263.6	\$271.0
Phase(s) placed in AC	15	\$0.6	\$76.3	\$76.9	\$0.0	\$48.3	\$48.3
Cost change	37	\$16.6	\$2,652.2	\$2,668.8	\$9.2	\$1,825.9	\$1,835.1
Combined into new project	4	-\$302.0	\$302.0	\$0.0	-\$182.7	\$182.7	\$0.0
New Project	1	\$302.0	\$0.0	\$302.0	\$182.7	\$0.0	\$182.7
Schedule change	17	\$0.0	\$172.7	\$172.7	\$0.3	\$120.2	\$120.5
Other	4	\$0.0	\$10.8	\$10.8	\$0.0	\$5.9	\$5.9
<b>Grand Total</b>	<b>104</b>	<b>\$25.6</b>	<b>\$3,579.0</b>	<b>\$3,604.6</b>	<b>\$16.9</b>	<b>\$2,446.6</b>	<b>\$2,463.5</b>

All costs in \$ millions



Chicago Metropolitan  
Agency for Planning

# **CMAQ 2<sup>nd</sup> Performance Period Mid-Point Performance Plan**

**DRAFT**

**September 2024**



# CMAQ Mid-Point Performance Plan

<b>CMAQ Program Performance</b> .....	<b>1</b>
<b>Performance Plan</b> .....	<b>1</b>
Baseline Performance .....	1
<i>Peak Hour Excessive Delay (PHED)</i> .....	1
<i>Non-SOV Travel</i> .....	2
<i>Total Emissions Reduction</i> .....	3
Targets and Assessment of Progress .....	3
<i>Peak Hour Excessive Delay (PHED)</i> .....	4
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# CMAQ Program Performance

This report summarizes the federal requirements for the Chicago Metropolitan Agency for Planning (CMAP) in the establishment and monitoring of performance measure targets associated with the Congestion Mitigation and Air Quality Improvement (CMAQ) program. In 2018 CMAP established the 2-year and 4-year targets for the 1<sup>st</sup> Performance Period with the adoption of ON TO 2050<sup>1</sup>. With the adoption of the ON TO 2050 Update on October 12, 2022, CMAP established new 2-year and 4-year targets for the 2<sup>nd</sup> Performance Period. This report contains a 2-year progress assessment in achieving those performance targets.

The performance measure targets include unified urbanized targets for the performance measures of Peak Hour Excessive Delay (PHED) and Non-Single Occupancy Vehicle (SOV) travel in the area of traffic congestion, and a quantifiable target for Emissions Reduction for applicable pollutants and precursors for the nonattainment/maintenance areas within the CMAP planning area boundary. The targets describe in this report meet the Moving Ahead for Progress in the 21st Century Act (MAP-21)/ Fixing America's Surface Transportation Act (FAST Act) performance-based planning and programming requirements and are consistent with the target setting approaches of Illinois and Indiana.

See Appendix A for a background and overview of the federal performance measure targets for CMAQ and Appendix B for data requirements and sources.

## Performance Plan

### Baseline Performance

The CMAQ Performance Plan is required to report baseline performance for each CMAQ measure. For the PHED and Non-SOV measures, baseline performance is reported for calendar years 2017 and 2016 respectively. For the Total Emissions Reduction measure, baseline performance is reported for the applicable pollutants associated with CMAQ funded projects obligated in federal fiscal years 2014 through 2017.

### Peak Hour Excessive Delay (PHED)

This measure is calculated using data from the Federal Highway Administration's (FHWA) National Performance Management Research Data Set (NPMRDS). The NPMRDS provides travel time by road segment for the National Highway System (NHS) in 15-minute intervals. Travel times are provided for passenger, freight, and combined values. Along with the travel time information, a geographic file of the road segments is provided through the NPMRDS.

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<sup>1</sup> <https://www.cmap.illinois.gov/2050>



The geographic file includes information for each road segment including length in miles, average annual daily traffic, functional classification, and other roadway attributes. A conflation process was used to assign a speed limit information to the NPMRDS data. The 4:00 p.m. – 8:00 p.m. afternoon peak is used to be consistent with CMAP’s travel model time periods.

The PHED is calculated for each 15-minute interval in the peak periods for all segments in the Chicago urban area. The 15-minute interval PHED is calculated in the following steps:

- Segment length divided by a segment’s speed threshold (larger of 20 miles per hour, or 60 percent of speed limit) times 3,600 where travel time less than or equal to 900 seconds.
- Segment travel time minus the result from above step
- If result from above step greater than 0, then result divided by 3600
- Result from above step multiplied by the 15-minute volume and the average vehicle occupancy for the segment
- The results from the above steps are summed for the urban area and divided by the urbanized area population

The total PHED is divided by the urbanized area population to calculate the peak hour excessive delay per capita. Illinois Department of Transportation (IDOT) provided access to the Regional Integrated Transportation Information System (RITIS)<sup>2</sup> tool that was used to calculate this measure.

**Table 1. Baseline Performance Period PHED**

CY 2017 Performance
14.8 hours

### Non-SOV Travel

The baseline for the Non-SOV Travel is calculated using the most recent table DP03 from five-year estimated of the U.S. Census Bureau’s American Community Survey (ACS) dataset. 2016 is the most recent five-year data available. The percentage of commuters that predominantly do not commute by driving alone in a car, van or truck is used.

**Table 2. Baseline Performance Period Non-SOV Travel**

CY 2017 Performance
30.6% (2016)

<sup>2</sup> Regional Integrated Transportation Information System [www.ritis.org](http://www.ritis.org)

## Total Emissions Reduction

Applicable criteria pollutants for the CMAP non-attainment area include ozone and particulate matter 10 microns (PM<sub>10</sub>) as reported in Environmental Protection Agency’s Green Book.<sup>3</sup> Primary precursors for ozone are volatile organic compounds (VOC) and nitrogen oxides (NO<sub>x</sub>). For particulate matter 2.5 microns (PM<sub>2.5</sub>) the region was unclassifiable for a period several years ago and while the region has been reclassified to unclassifiable/attainment, it has continued reporting for baseline performance and targets for PM 2.5 even though it is not required. The Primary PM<sub>2.5</sub> annual national ambient air quality standards (NAAQS) was lowered in 2024. As a result, the region may have areas that will be classified as nonattainment. The process for making these determinations is underway and is expected to be completed in the next few years. The Total Emissions Reduction measure for each of the criteria pollutants or applicable precursors for all projects reported to FHWA’s CMAQ Public Access System are calculated to the nearest one thousandth by using the daily kilograms of emission reductions. CMAP staff calculates the daily kilograms of emission reductions as part of the project evaluation and selection process and provides that information to IDOT staff for inclusion in the CMAQ Public Access System. Lyons Township in western Cook County is declared a maintenance area for PM<sub>10</sub>. The maintenance area is not the result of mobile source emissions, but a point source problem related to quarry activities within the township. Because these emissions are unrelated to transportation and mobile sources the baseline performance and targets are reported as zero.

**Table 3. Baseline Performance Period Total Emissions Reduction**

Criteria Pollutants and Applicable Precursors	FFYs 2014-2017 Performance (kg/day)
Volatile Organic Compounds (VOC)	279.242
Nitrogen Oxides (NO <sub>x</sub> )	1,271.470
Particulate Matter (PM <sub>2.5</sub> )	47.555
Particulate Matter (PM <sub>10</sub> )	0.000

## Targets and Assessment of Progress

CMAP must establish both 2-year and 4-year targets for the Chicago metropolitan planning area for each CMAQ performance measure and assess the progress of those targets with each biannual update of this report.

<sup>3</sup> <https://www.epa.gov/green-book>



## Peak Hour Excessive Delay (PHED)

The 2017 baseline PHED of 14.8 hours was used to set the 2024 target. This target was set in coordination between CMAP and Northwestern Indiana Regional Planning Commission (NIRPC) staff using data from the RITIS platform. Trend data and other factors were considered in setting the target including construction and agency policies and goals of increasing transit ridership, transit supportive land uses, and improving traffic operations.

New 2-year and 4-year targets were set for 2024 and 2026, respectively, with an understanding that a return to pre COVID-19 mobility levels would occur. The same process was followed in setting this target of coordination with NIRPC staff, consideration of trend data, and achievement of agency policies and goals. The new targets were approved as part of the ON TO 2050 Update System Performance report appendix.<sup>4</sup>

**Table 4. New PHED Performance Targets for 2<sup>nd</sup> Performance Period**

Baseline	2-year Target (2024)	2-year Progress Assessment	4-year Target (2026)
14.8	15.6	11.6	15.9

## Non-SOV Travel

The targets were set in coordination between CMAP and NIRPC staff based upon ACS trends between 2012 and 2016 and the ON TO 2050 goal of doubling transit ridership in the CMAP region by 2050 and the anticipated effects this would have on the non-SOV travel in the urbanized area.

The non-SOV travel percentage is trending in the right direction in part to the COVID-19 pandemic and the shift to remote work. New 2-year and 4-year targets for 2023 and 2025 were set with continued optimism for growth while also recognizing the shift back towards pre-COVID-19 mobility trends. The same process was followed in setting these targets with coordination of NIRPC staff and the use of ACS trends between 2017-2021. The new targets were approved as part of the ON TO 2050 Update System Performance report appendix.<sup>5</sup>

**Table 5. New Non-SOV Travel Performance Targets for 2<sup>nd</sup> Performance Period**

Baseline	2-year Target (2023)	2-year Progress Assessment	4-year Target (2025)
30.6% (2016)	32.4%	36.3%	32.7%

<sup>4</sup> [www.cmap.illinois.gov/2050/appendices](http://www.cmap.illinois.gov/2050/appendices)

<sup>5</sup> [www.cmap.illinois.gov/2050/appendices](http://www.cmap.illinois.gov/2050/appendices)

## Total Emissions Reduction

The combined total daily emissions for CMAP’s FFY 2018-2022 CMAQ program was used to develop an annual estimate to generate the 2-year and 4-year targets.

For the 2<sup>nd</sup> performance period the total emissions reduction targets were set based upon the program of CMAQ projects for FFY 2022 through 2026. The new targets were approved as part of the ON TO 2050 Update System Performance report appendix.<sup>6</sup>

**Table 6. New Total Emissions Reduction Performance Targets for 2<sup>nd</sup> Performance Period**

Criteria Pollutants and Applicable Precursors	Baseline	2-year Target (kg/day)	2-year Progress Assessment (kg/day)	4-year Target (kg/day)
Volatile Organic Compounds (VOC)	279.242	209.351	182.358	418.702
Nitrogen Oxides (NOx)	1,271.470	1102.103	702.612	2204.206
Particulate Matter (PM <sub>2.5</sub> )	47.555	42.332	0	84.664
Particulate Matter (PM <sub>10</sub> )	0.000	0.000	0	0.000

<sup>6</sup> [www.cmap.illinois.gov/2050/appendices](http://www.cmap.illinois.gov/2050/appendices)

## Description of Projects

Included in the table below are the progress assessments by project type categories as identified in FHWA's CMAQ Public Access System along with if the category contributes to the PHED and/or Non-SOV Travel Benefit measures.

**Table 7. 2-year Progress Assessment by Project Type**

Project Category	2-year Progress Assessment of Total Emissions Reduction (kg/day)			PHED Benefit	Non-SOV Travel Benefit
	VOC	NO <sub>x</sub>	PM <sub>2.5</sub>		
Alternative Fuels and Vehicles + Advance Diesel Technologies	0	0	0	No	No
Bicycle and Pedestrian Facilities and Programs	1.344	0.472	0	No	Yes
Congestion Reduction and Traffic Flow Improvements	32.136	5.797	0	Yes	No
Transit Improvements	148.777	696.313	0	No	Yes
Travel Demand Management	0.104	0.031	0	Yes	No
<b>Total</b>	182.361	702.613	0		



# Appendix A: Background and Overview

The Moving Ahead for Progress in the 21st Century Act (MAP-21),<sup>7</sup> signed into law on July 6, 2012, transformed the policy and programmatic framework for making investments that guide the growth and development of the Nation’s surface transportation program and created a performance-based surface transportation program. The Fixing America’s Surface Transportation Act (FAST Act),<sup>8</sup> signed into law on December 4, 2015, continued and refined these efforts. To examine the effectiveness of the Federal-aid Highway Program as a means to address surface transportation performance at a national level, the United States Department of Transportation (USDOT) established a set of national measures on which state DOTs must report performance.<sup>9</sup>

For the purpose of carrying out the Congestion Mitigation and Air Quality Improvement (CMAQ) Program, MAP-21 required USDOT to establish measures for state DOTs to use to assess traffic congestion and on-road mobile source emissions.<sup>10</sup> To meet this requirement, FHWA finalized three CMAQ performance measures (two congestion measures and one on-road mobile source emission reduction measure), listed in Table 11

**Table 8. Performance Measures for the CMAQ Program**

Measure	Description
Traffic Congestion	<b>PHED:</b> Annual hours of peak hour excessive delay (PHED) per capita
	<b>Non-SOV:</b> Percent of non-single occupancy vehicle (SOV) travel
On-Road Mobile Source Emissions	<b>Total Emissions Reduction:</b> 2-year and 4- year total emissions reductions for each applicable criteria pollutant and precursor for all projects funded with CMAQ funds (kg/day)
Source: 82 Fed. Reg. 5970 (Jan. 18, 2017) (codified at 23 CFR Part 490), available at <a href="https://www.gpo.gov/fdsys/pkg/FR-2017-01-18/pdf/2017-00681.pdf">https://www.gpo.gov/fdsys/pkg/FR-2017-01-18/pdf/2017-00681.pdf</a>	

The two traffic congestion performance measures are the PHED measure and the percent of non-SOV travel measure. The PHED measure is the annual hours of peak hour excessive delay per capita that occurs within an applicable urbanized area. The percent of non-SOV travel measure is the percentage of non-SOV trips within an applicable urbanized area. The traffic congestion measures apply to the Chicago, IL-IN urbanized area because it includes NHS mileage and has a population over 1 million people.<sup>11</sup> The on-road mobile source emissions performance measure is the total emissions reduction measure. The total emissions reduction

<sup>7</sup> Pub. L. 112-141

<sup>8</sup> Pub. L. 114-94

<sup>9</sup> 23 U.S.C. 134, 135, and 150

<sup>10</sup> 23 U.S.C. 150(c)(5)

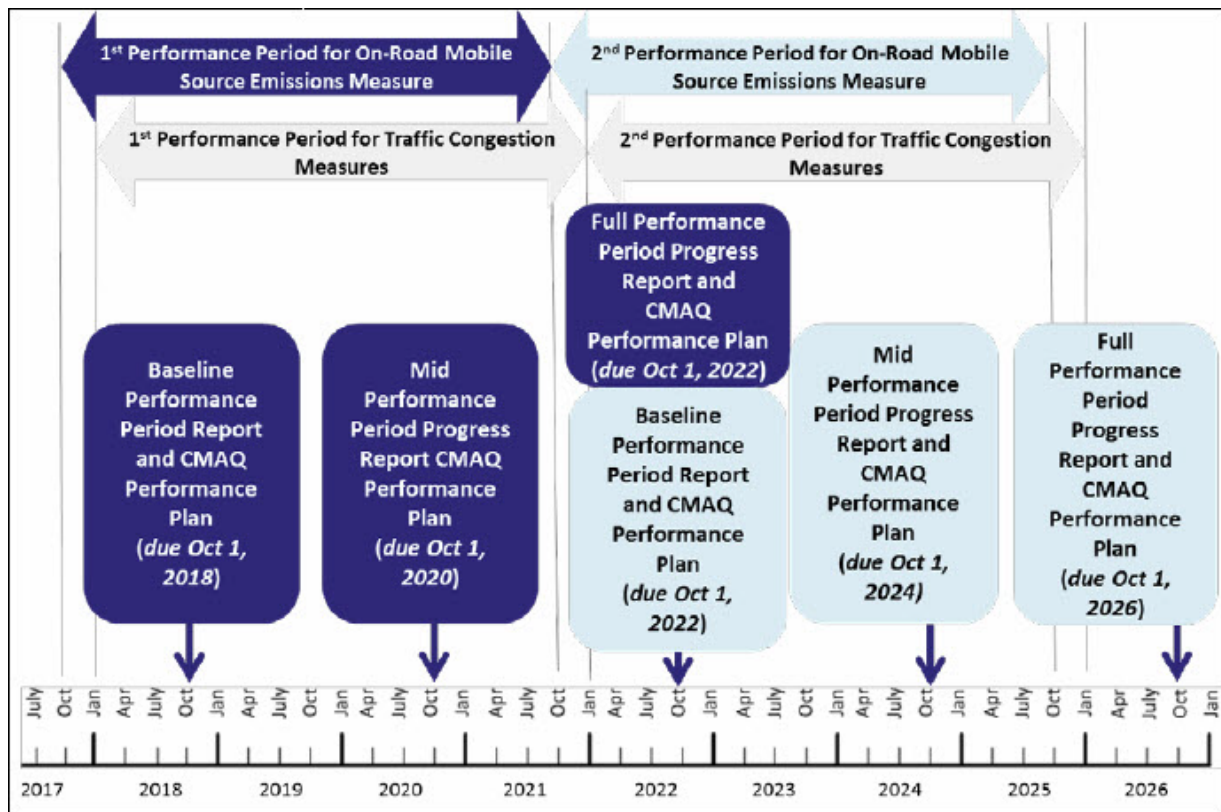
<sup>11</sup> 23 CFR 490.703



measure is the estimated emission reductions, for all CMAQ funded projects, of particulate matter (PM<sub>10</sub>) and volatile organic compounds (VOC) and oxides of nitrogen (NO<sub>x</sub>) because these are the applicable criteria pollutants and precursors for which the Chicago area is designated nonattainment or maintenance.<sup>12</sup>

The target reporting deadline for all measures for the 1st performance period is October 1, 2018.<sup>13</sup> In establishing targets, CMAP staff coordinated with the IDOT, INDOT and NIRPC to ensure consistency to the maximum extent practicable. In addition to the reporting required by the regulation, 23 United States Code (U.S.C.) 149(l) requires each MPO serving a transportation management area (TMA) with a population over 1,000,000 that includes a nonattainment or maintenance area to develop a CMAQ Performance Plan to support the implementation of the CMAQ measures.<sup>14</sup> In the CMAQ Performance Plan and its biennial updates, CMAP will report 2 and 4 year targets, describe how we plan to meet our targets, and detail our progress toward achieving the targets over the course of the performance period. The performance periods and reporting timeline for CMAQ measures are indicated in Figure 1 below.

**Figure 1. Performance Periods for CMAQ Measures and Reporting Timeline**



Source: FHWA CMAQ Performance Plan Guidebook for MPOs

<sup>12</sup> 23 CFR 490.807

<sup>13</sup> 23 CFR 490.107(b)(1)(i)

<sup>14</sup> 23 CFR 490.107(c)(3)

# Appendix B: Data Requirements and Sources

Certain data sources are required by USDOT to calculate condition and performance for the traffic congestion and on-road mobile source emissions measures, as follows.

## Peak Hour Excessive Delay (PHED)

IDOT, INDOT, CMAP and NIRPC are required to use the same travel time data set for calculating the PHED measure and must establish and report single, unified targets for the Chicago urbanized area.<sup>15</sup> The data sets used to calculate the PHED were processed by CMAP staff and the RITIS<sup>16</sup> MAP-21 PHED tool.

**Table 9. Data Sources for PHED Measure**

Data	Data Source
Urbanized Area Boundary	U.S. Decennial Census; FHWA's Highway Performance Monitoring System (HPMS) Filed Manual
Urbanized Area Population	5-year annual estimates of the total population of the urbanized area from the American Community Survey (Table DP05)
Reporting Segments	National Performance Management Research Data Set (NPMRDS)
Travel Times in 15-minute Intervals	NPMRDS
Hourly Traffic Volume	NPMRDS via HPMS. Hourly volume estimates follows the method described in "MAP-21 Proposed Measures for Congestion, Reliability, and Freight: Step-by-Step Calculations Procedures" ( <a href="https://www.apta.com/gap/fedreg/Documents/MAP-21_Proposed_Measures_for_Congestion,_Reliability,_and_Freight.pdf">https://www.apta.com/gap/fedreg/Documents/MAP-21_Proposed_Measures_for_Congestion,_Reliability,_and_Freight.pdf</a> )
Annual Vehicle Classification for Buses, Trucks, and Cars	NPMRDS via HPMS.
Annual Vehicle Occupancy for Buses, Trucks, and Cars	Values recommended by FHWA. <a href="https://www.fhwa.dot.gov/tpm/guidance/avo_factors.pdf">https://www.fhwa.dot.gov/tpm/guidance/avo_factors.pdf</a>
Speed Limits	Illinois Highway Information System (IHIS)

<sup>15</sup> 23 CFR 490.103(e) and 23 CFR 490.105(f)(5)(iii)(B)

<sup>16</sup> Regional Integrated Transportation Information System [www.ritis.org](http://www.ritis.org)

## Non-SOV Travel

For the Chicago urbanized area, IDOT, INDOT, CMAP and NIRPC agreed upon a data source and method to calculate the Non-SOV travel measure.

**Table 10. Data Sources for Non-SOV Travel Measure**

Data	Data Source
Mode of Commuting to Work	5-year estimate for “Commuting to Work” totaled by mode from the U.S. Census Bureau’s American Community Survey dataset, table DP03, for Chicago urbanized area.

## Total Emissions Reduction

FHWA’s CMAQ Public Access System is the required data source for calculating the Total Emissions Reduction measure.<sup>17</sup> IDOT is responsible for submitting project information to the CMAQ Project Tracking System by March 1 of each federal fiscal year (FFY), along with the CMAQ Annual Report, for all projects obligated in the previous FFY.

**Table 11. Data Sources for Total Emissions Reduction Measure**

Data	Data Source
Emissions reduction estimated for each CMAQ funded project by pollutant and precursor (kg/day)	IDOT extracted data from the CMAQ Public Access System found at <a href="https://fhwaapps.fhwa.dot.gov/cmaq_pub/">https://fhwaapps.fhwa.dot.gov/cmaq_pub/</a>

<sup>17</sup> 23 CFR 490.809(a)



## MEMORANDUM

**To:** Transportation Committee

**From:** CMAP Staff

**Date:** September 4, 2024

**Subject:** Regional Transportation Plan update

**Action Requested:** Information

CMAP staff will update the Transportation Committee on the progress of developing the Regional Transportation Plan (RTP). During the committee meeting, staff will outline work completed to-date as well as an overview of how the RTP will interact with other planning efforts at CMAP. Following this brief update, staff will share information about the financial planning process within the RTP.

### **Financial Plan for Transportation: overview of federal requirements**

Federal law requires metropolitan planning organizations to include a financial plan that “demonstrates how the adopted transportation plan can be implemented” (23 CFR § 450.324(f)(11)). The financial plan — which will ultimately be a standalone component of the RTP — must demonstrate fiscal constraint by determining that sufficient funding resources will be available to invest in the transportation system as recommended in the long-range plan. Specifically, federal regulations require “for purposes of transportation system operations and maintenance,” that the financial plan “contain system-level estimates of costs and revenue sources that are reasonably expected to be available to adequately operate and maintain Federal-aid highways” and “public transportation” (23 CFR § 450.324(f)(11)).

### **Financial Plan approach**

To meet these requirements, CMAP must assess the anticipated expenditures and revenue sources necessary to carry out the operation, maintenance, and expansion of the region’s transportation system over the planning period (2027-50). This process provides the opportunity to ensure the transportation-related goals, strategies, and projects identified in the RTP are financially feasible and sustainable; to explore present-day and anticipated trends and policies that might impact future financial conditions; and to identify any funding gaps that need to be addressed and/or funding strategies that should be leveraged to achieve desired transportation outcomes.

The key components of the financial planning process will include the following:

- **Forecasting baseline revenues and expenditures:** Long-range financial forecasting activities require determining a base set of assumptions regarding revenue and expenditures trends, understanding the implications of current and proposed policies, and developing a robust, accurate, and straightforward methodology that is appropriate for a planning-level forecast. Similar to CMAP’s previous long-transportation planning efforts, CMAP staff will perform financial analysis and conduct policy research to develop revenue and expenditure forecasts.
- **Developing expenditure allocations:** The financial plan provides a framework to prioritize how to invest in the transportation system by allocating planned expenditures into different categories. These categories — which include administering, operating, maintaining, improving, enhancing, and expanding northeastern Illinois’ transportation system — will provide a basis for assessing the scale of different regional funding priorities, desired investment strategies, and their trade-offs (i.e., meeting asset condition targets, providing needed system enhancements, funding regional capital projects).
- **Exploring financial scenarios:** Based on previous financial planning efforts, CMAP expects the expenditures included in the RTP will be constrained by the baseline revenues available over the planning horizon. To gauge the extent of this fiscal constraint, CMAP staff will perform normative scenario planning. These financial scenarios will explore the impacts of emerging trends on present-day revenues, identify additional revenue sources that are reasonably expected to be made available over the planning horizon, and highlight the strategies and actions needed to realize anticipated levels of investment.

To support these activities, and ensure the financial plan is conducted in consultation with CMAP committees, regional stakeholders, and experts, CMAP staff will be standing up a resource group of key transportation implementers and partners. The resource group will help to identify and evaluate assumptions that will pose implications across the financial planning process.

### **Next steps**

Over the coming months, CMAP staff will begin to develop draft forecasts for the financial plan. This includes working with the RTP consultant team to identify data inputs and confirm the forecasting methodology, as well as setting up the resource group. Before these efforts begin in earnest, CMAP staff will present to the committee on the key components of the financial plan, the plans for revenue and expenditure forecasting, and opportunities for stakeholder engagement.



## MEMORANDUM

**To:** CMAP Transportation Committee

**From:** CMAP Staff

**Date:** September 6, 2024

**Subject:** Safe Streets for All (SS4A) Regional Safety Action Planning Update

**Action Requested:** Information

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CMAP was awarded nearly \$4 million from the federal Safe Streets and Roads for All (SS4A) grant program to develop a first-of-its-kind traffic safety framework for northeastern Illinois. Participating counties and IDOT have contributed funds as a local match. CMAP is working with consultants to develop Countywide Safety Action Plans for Cook, DuPage, Kane, Lake, McHenry, and Will counties.

Staff will provide an update on the Safe Streets for All (SS4A) safety action planning effort that is currently underway, including the important need for this work, information on engagement activities, and the end goal of supporting our communities in the implementation of projects that will help to eliminate roadway fatalities and serious injuries in northeastern Illinois.



**MEMORANDUM**

**To:** CMAP Transportation Committee  
**From:** CMAP Staff  
**Date:** August 30, 2024  
**Subject:** State legislative update  
**Action Requested:** Information

**Senate transit subject matter hearings**

The Senate Transportation Committee has completed four of six scheduled hearings the region and state to hear input on opportunities to improve transit service. Below is the published schedule for future hearings (as of August 30, 2024):

**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.

**House public transit working group**

On August 29<sup>th</sup>, Speaker Welch announced the formation of a House working group designed to evaluate and make recommendation on how to improve public transit in Illinois. The working group will be co-led by Representative Kam Buckner and Representative Eva-Dina Delgado. Members of the working group include:

- Rep. Dagmara Avelar
- Rep. Diane Blair-Sherlock
- Rep. Mary Beth Canty
- Rep. William “Will” Davis

- Rep. Mary Gill
- Rep. Matt Hanson
- Rep. Barbara Hernandez
- Rep. Hoan Huynh
- Rep. Natalie Manley
- Rep. Rita Mayfield
- Rep. Anna Moeller
- Rep. Yolanda Morris
- Rep. Marty Moylan

CMAP looks forward to providing the working group with analysis and resources developed throughout the PART process to help guide decision making.

### **Legislative updates**

The Illinois General Assembly remains adjourned until veto session, which will take place on November 12-14 and November 19-21. Over the summer, the Intergovernmental Affairs team has met with members of CMAP’s legislative delegation to enhance existing and build new relationships and provide update about our work. We have also been closely monitoring the Senate Transportation Committee hearings that have taken place across the region to provide a forum for input on local and regional transit service needs.

Below, please find below an update on key bills and legislative activity of interest. This information is up to date as of August 30, 2024.

#### **SB3389/HB5078: RPA Modernization Bill**

SB3389 was signed into law by the Governor on August 8, 2024. It is now Public Act 103-0986. The Act goes into effect on January 1, 2025.

#### **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@cmapp.illinois.gov](mailto:rgougis@cmapp.illinois.gov).

#### **Transportation Safety**

##### **HB3530 HA1: VEH CD-CHANGE TO SPEED LIMIT (Rep. Buckner)**

**Description:** Amends the Illinois Vehicle Code. Provides that, on and after October 1, 2023, the default speed limit is 20 (instead of 30) miles per hour within an urban district, and 10 (instead



of 15) miles per hour in an alley within an urban district. Provides that a county, municipality, or township with speed enforcement authority may only issue warnings for violations during the first 60 days after enactment. HA1 removes the requirement for the Secretary of State to communicate this change by September 1, 2023 to every licensed driver in the state.

**Status:** 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

**HB4848: VEH CD-LOAD COVERS** (Rep. Keicher/Sen. Harriss)

**Description:** Amends the Illinois Vehicle Code. Provides that no person shall operate or cause to be operated, on a highway, a commercial motor vehicle, with the exception of a highway maintenance vehicle, transporting garbage or refuse unless the tailgate on the vehicle is in good working repair, good operating condition, and closes securely, with a cover or tarpaulin of sufficient size attached so as to prevent any load, residue, or other material from escaping. Provides that a violation of the provisions shall be a petty offense punishable by a fine not to exceed \$150 (rather than \$250). Provides that a person, firm, or corporation convicted of 4 or more violations within a 12-month period shall be fined an additional amount of \$150 for the fourth and each subsequent conviction within the 12-month period. Amends the Criminal and Traffic Assessment Act. In provisions concerning conditional assessments, provides for distribution of a conditional assessment for a violation of the provisions.

**Status:** Signed by the Governor on 8/9/2024 (P.A. 103-0730)

## 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:** Signed by the Governor on 8/9/2024 (P.A. 103-0950)

## 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:** Signed by the Governor on 8/9/2024 (P.A. 103-0865)

### **HB5138: IDOT-STUDIES-LOCAL GOVERNMENTS** (Rep. Meier/Sen. Plummer)

**Description:** Amends the Department of Transportation Law of the Civil Administrative Code of Illinois. Provides that upon request by a unit of local government, the Department shall make available any study or survey completed by the Department that concerns traffic or the environmental impact on road construction projects. Allows a study or survey conducted by the Department to be substituted for a study or survey required by a unit of local government for construction projects affecting a portion of a state right-of-way. Provides that studies or surveys prohibited from disclosure by State or federal statutory confidentiality restrictions are not required to be made available. Effective Immediately.

**Status:** Signed by the Governor on 8/9/2024 (P.A. 103-0694)