



## TRANSPORTATION COMMITTEE

### AGENDA - FINAL

Friday, September 22, 2023

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 21, 2023 at 4:00 p.m. or should plan to arrive early to check-in with the building's information desk for access.

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

<https://us06web.zoom.us/j/83897668924>

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****2.01 Requests for Agenda Changes** [23-409](#)**2.02 CMAP Updates** [23-410](#)

ACTION REQUESTED: Information

**3.0 Approval of Minutes****3.01 Minutes from July 28, 2023** [23-405](#)

ACTION REQUESTED: Approval

**Attachments:** [TC\(DraftMinutes\)07-28-23](#)**4.0 Items for Approval****4.01 FFY 2023-2028 Transportation Improvement Program (TIP) Amendments and Administrative Modifications** [23-408](#)

PURPOSE & ACTION: TIP Amendment 23-11 was published to the eTIP web site on September 15, 2023 for committee review and public comment. A memo summarizing formal TIP amendment 23-11 and administrative amendments 23-11.1 and 23-11.2 is included in the meeting materials. Staff requests approval of TIP Amendment 23-11.

ACTION REQUESTED: Approval

**Attachments:** [TC\(Memo\)TIP Amend23-11](#)  
[Formal TIP Amendment 23-11](#)  
[Administrative TIP Amendment 23-11.1](#)  
[Administrative TIP Amendment 23-11.2](#)

**4.02 FFY 2024 - 2028 STP-SF, CMAQ, CRP, and TAP-L Programs** [23-403](#)

PURPOSE & ACTION: The proposed FFY 2024-2028 STP-Shared Fund (STP-SF), Congestion Mitigation and Air Quality Improvement Program (CMAQ), Carbon Reduction Program (CRP), and locally programmed Transportation Alternatives (TAP-L) regional transportation funding programs were recommended for approval by the respective Project Selection Committees and have been incorporated into TIP amendments 24-01.1, 24-01.2 and 24-01.3 for Transportation Committee consideration.

ACTION REQUESTED: Approval

**Attachments:** [TC\(Memo\)FFY24-28 STP-SF CMAQ CRP TAP-L Programs 9-22-2023](#)  
[FFY24-28 CMAQ/CRP Program](#)  
[FFY24-28 STP-SF Program](#)  
[FFY24-28 TAP-L Program](#)  
[CMAQ/CRP TIP Amendment 24-01.1](#)  
[STP-SF TIP Amendment 24-01.2](#)  
[TAP-L TIP Amendment 24-01.3](#)

**4.03 Review draft of CMAP's Public Participation Plan** [23-416](#)

PURPOSE & ACTION: CMAP's draft Public Participation Plan guides the agency's public engagement in region. The draft version will be discussed which is currently out for public review.

ACTION REQUESTED: Approval

**Attachments:** [TC\(Memo\)DraftPublicParticipationPlan 9-22-2023](#)  
[Draft Public Participation Plan](#)

**5.0 Information Items****5.01 RTA FY 2022-FY2023 Section 5310 Program of Projects** [23-414](#)

PURPOSE & ACTION: RTA staff will present the FY 22 - FY23 program of projects funded with FTA Section 5310 funds. This program supports transportation services planned, designed, and carried out to meet the special transportation needs of seniors and individuals with disabilities. Eligible projects are "nontraditional" projects such as capital and operating expenses for new public transportation services and alternatives beyond those required by the ADA, designed to assist individuals with disabilities and seniors such as travel training, way-finding technology, mobility management, etc.

ACTION REQUESTED: Information

**Attachments:** [5310PoP Transportation Committee](#)

**5.02 Roadway Safety Targets Preview** [23-415](#)

PURPOSE & ACTION: Staff will provide a short update on the process for setting annual safety targets, which are part of the Federal Highway Administration's Transportation Performance Management Program. Staff will also present some recommendations for target setting methods going forward, to align upcoming agency work with goals related to traffic safety. Staff will present the 2024 Safety Targets to this Committee in December.

ACTION REQUESTED: Discussion

**5.03 Regionally Significant Project (RSP) Policy and Process Updates****[23-417](#)**

PURPOSE & ACTION: Inform the Transportation Committee of upcoming work to update policies and processes relating to regionally significant projects for the next long-range plan.

ACTION REQUESTED: Information

**Attachments:** [TC\(memo\)RSP Policy Process09-22-23](#)

**5.04 Plan of Action for Regional Transit (PART)****[23-418](#)**

PURPOSE & ACTION: CMAP staff will review final recommendations and discuss next steps.

ACTION REQUESTED: Information

**6.0 Legislative Updates****7.0 Other Business****8.0 Public Comment**

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

**9.0 Next Meeting****10.0 Adjournment**

**TRANSPORTATION COMMITTEE****MEETING MINUTES - DRAFT**

Friday, July 28, 2023

9:30 AM

**Cook County Conference Room  
433 West Van Buren Street, Suite 450  
Chicago, IL 60607****1.0 Call to Order and Introductions**

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

**Present:** CDOT Representative, CMAP Representative, CoM Representative, Cook Co Representative, CTA Representative, DuPage Co Representative, IDOT-D1 Representative, IDOT - OIPI Representative, IDOT - OP&P 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:** CNT Representative, IEPA Representative, and SEWRPC Representative

**Non-Voting:** FHWA Representative

**Absent (NV):** Academic Research Representative 1, Academic Research Representative 2, Bike/Ped TF Representative, and FTA Representative

Tara Orbon (Vice Chair) served as representative to Cook Co; Leon Rockingham served as representative to CoM; Vig Krishnamurthy served as representative to CDOT; Aimee Lee served as representative to CMAP; Michael Connelly served as representative to CTA; Chris Snyder served as representative to DuPage Co; John Donovan served as representative to FHWA; John Baczek served as representative to IDOT D1; Jack Cruikshank served as representative to IDOT OIPI; Brandon Greber served as representative to IDOT OP&P; Jackie Forbes served as representative to Kane Co; Heidi Lichtenberger served as representative to Kendall Co; Mike Klemens served as representative to Lake County; Audrey Wennink served as representative to MPC; Scott Hennings served as representative to McHenry Co; Lynnette Ciavarella served as representative to Metra; Tom Vander Woude served as representative to NIRPC; Eric Llewellyn served as representative to Pace; Kyle Whitehead served as representative to RTA; Henry Guerriero served as representative to Tollway; Christina Kupkowski served as representative to Will Co

**Staff Present:** Erin Aleman, Lindsay Bayley, Bill Barnes, John Carpenter, Daniel Comeaux, Teri Dixon, Kama Dobbs, Phoebe Downey, Ryan Ehlke, Doug Ferguson, Elizabeth Ginsberg, Jon Haadsma, Kasia Hart, Jaemi Jackson, Leroy Kos, Martin Menninger, Nikolas Merten, Stephane Phifer, Chad Phillips, Russell Pietrowiak, Julie Reschke, Elizabeth Scott, Lee Skuby, Sarah Stolpe, Ryan Thompto, Leo Torres, Mary Weber, Laura Wilkison, Ingrid Witherspoon, Daniel Xu

**Others Present:** Jessica Abdehour, Dennis Barber, Eric Czarnota, Michael Fricano, Tony Greep, Andrea Gunning, Roger Huff, Kendra Johnson, Quinn Kasal, Brian Larson, John Loper, Brittany Matyas, Daniel Maziarz, Heather Mullins, Manar Nashif, Ryan Peterson, Leslie Rauer, Steve Schilke, Joseph Schofer, Joe Surdam, Daniel Thomas, Jazmin Vega, Jill Ziegler

## 2.0 Agenda Changes and Announcements

### 2.01 Requests for Agenda Changes

[23-358](#)

It was announced that Aimee Lee will take over as the representative to CMAP for the Transportation Committee. Lynette Ciavarella of Metra shared that they are taking public comments on their new fare structure proposal until August 6th, and that they are holding events in person and online to solicit feedback. Tara Orbon of Cook County announced the release of the County's updated bike plan.

### 2.02 Executive Director's Announcements

[23-357](#)

ACTION REQUESTED: Information

CMAP Staff Aimee Lee presented the committee with the executive remarks. The CMAP Legislative Affairs team is working on reconvening the IJA working group. On the state side, the General Assembly passed a \$50.6 budget and CMAP will continue tracking updates. Lee announced that the STAR program got a nearly \$5 million grant in partnership with IDOT and six counties. The team is getting started in developing safety action plans. The CMAP Data Hub has been updated. Community data snapshots have been updated for county and municipal level insights on local communities. Lee explained that the Illinois' Joint Committee on Administrative Rules (JCAR) met to discuss some updated federal rules around air pollution enforcement that could have impacted transportation funding. With potential policy changes coming down, there may be a strategic restructuring of the Transportation Committee to approach issues in a progressive way. Lastly, the UWP Committee met to discuss developing new methodologies to re-focus the program. The UWP Committee is engaged in discussions with peers and proposals are being refined. Lee concluded by announcing that at least \$1 million will be allocated to the competitive program annually, with a portion dedicated to safe and complete streets planning.

## 3.0 Approval of Minutes

### 3.01 Minutes from June 2, 2023

[23-368](#)

ACTION REQUESTED: Approval

**Attachments:** [TC\(DraftMinutes\)06-02-23](#)

*A motion was made by Leon Rockingham, seconded by Jack Cruikshank, that the minutes from June 2, 2023 be approved. The motion carried by a voice vote.*

## 4.0 Items for Approval

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

[23-359](#)

PURPOSE & ACTION: TIP Amendment 23-10 was published to the eTIP web site on July 21, 2023 for committee review and public comment. A memo summarizing formal TIP amendment 23-10 and administrative amendments 23-10.1 and 23-10.2 is included in the meeting materials. Staff requests approval

of TIP Amendment 23-10.

ACTION REQUESTED: Approval

**Attachments:** [TC\(Memo\)TIP Amend23-10](#)  
[Formal Amendment 23-10](#)  
[Administrative Amendment 23-10.1](#)  
[Administrative Amendment 23-10.2](#)

CMAQ Staff Russell Pietrowiak presented the committee with the latest formal and administrative TIP amendments as detailed in the attached memo. The I-80 RSP project is ramping up and so to have the costs. \$48 million in federal funds have been added to the TIP. Bridge work added another \$16 million in funding. The Congress Parkway Bridge is scheduled to be replaced in FY 25, with an update to the mix of federal and state funds. \$262.1 million of cost increases were mostly from new projects, several AC/ACC changes, cost updates, and schedule changes. The TIP remains fiscally constrained.

Jack Cruiksank of IDOT asked about the 70 schedule changes, Pietrowiak explained that the changing of federal fiscal years is moving projects to different IDOT lettings.

Audrey Wennink of MPC asked about the projects that have cost changes beyond the threshold and would be interested in the committee have a table of the percentage changes for all of these. Pietrowiak added that the formal amendment report includes percentage change data on individual projects.

*A motion was made by John Baczek, seconded by Mike Klemens, that TIP Amendment 23-10 be approved. The motion carried by a voice vote.*

## 5.0 Information Items

### 5.01 Recommended FFY 2024 - 2028 CMAQ, Carbon Reduction, TAP-L, and STP Shared Fund Programs for Public Comment

[23-369](#)

PURPOSE & ACTION: On July 13, 2023, the Project Selection Committees for STP and CMAQ/CRP/TAP-L met and discussed the staff recommended programs for the FFY 2024-2028 Congestion Mitigation and Air Quality Improvement (CMAQ), Carbon Reduction (CRP), locally programmed Transportation Alternatives (TAP-L) and STP Shared Fund regional transportation funding programs. The Project Selection Committees released the program recommendations for a Public Comment Period from July 13 to August 11, 2023.

ACTION REQUESTED: Information

**Attachments:** [TC\(Memo\)Draft Rec FFY24-28](#)

CMAQ Staff Kama Dobbs explained that 129 applications were received for funding across all four funding programs. Staff evaluated the applications according to the methodologies approved by the STP and CMAQ/TAP project selection committees to determine eligibility and final scoring in each program. These evaluations led to the development of four recommended programs which were presented to the respective project selection committees and released for public comment on July 13th. Public comment is currently ongoing, and will close on Friday, August 11th. The four programs combined include over \$593 million in federal funding for 66 projects - including bike/ped, bridges, emissions reduction, highway, and transit projects - that are sponsored by the region's programmers. More than half of the recommended projects are locally sponsored by a suburban municipality or park district. 17 of the 19 projects recommended for the STP shared fund and 23 of 47 projects recommended for CMAQ, Carbon Reduction, or TAP-L are within suburban municipalities. More detailed statistics about each recommended program are contained in the memo, and the memo contains links to even more details and the call for projects website which has details on how to submit a public comment. After the comment period closes on August 11th, the comments will go back to the STP and

CMAP & TAP project selection committees for final discussion and program approval on August 31st. CMAP staff will then process TIP amendments to incorporate the committees' approved programs and those TIP amendments will be brought to the Transportation Committee on September 22nd for consideration for a recommendation of approval to the CMAP Board and MPO Policy Committee on October 11th.

Tara Orbon from Cook County clarified that following the public comment period the program will go to other committees and return to TC in the form of a TIP amendment.

Chris Schnyder from DuPage County asked about the difference between federal requested and recommended programmed amount. Dobbs confirmed that they discuss with partners and don't program below the minimum amount that they specify.

Audrey Wennink of MPC asked if it would be possible to view more project details. Dobbs explained that all selected and non-selected project applications are available online.

## 5.02 Plan of Action for Regional Transit (PART) report update

[23-360](#)

**PURPOSE & ACTION:** Update of CMAP's ongoing work to develop a transit system report, the Plan of Action for Regional Transit (PART), required by the Illinois General Assembly.

**ACTION REQUESTED:** Information

CMAP Staff Laura Wilkison presented on progress in drafting the Plan of Action for Regional Transit (PART) report and engagement efforts this summer. The discussion centered around the financial recommendations included in the report. The funding packages highlight a need for more robust state support. In comparable areas, there is a higher percentage of state support for paratransit than we see in Illinois- even the rest of the state sees more state funding than in the RTA region. There is a financial gap in the current operating system and there are essential system improvements that will also need funding. Long term funding solutions likely won't be able to be enacted by 2026 so there will be short term/stop gap options in the solutions. The PART team developed 3 funding packages: minimum viable, meaningful change, and transformational investment. These packages include various revenue sources such as increased sales tax base, increased tolls, downtown commercial parking tax, in-region vehicle registration surcharge, remove state service fee on RTA sales tax, funding for existing state reduced fare mandates, and an in-region MFT surcharge. These represent baseline actions, durable sources, and diminishing or stop gap sources. Wilkison emphasized that there is not one solution, and in the end many revenue sources will be required.

There was further discussion amongst committee members regarding the importance of paratransit. There was a sentiment that equity and climate change must be addressed through this report. As the region witnesses emissions and costs of car ownership rising at alarming rates, the aim is that the recommendations in the report advance goals of increased ridership and ensure stable funding. Wilkison noted that if the goal is mode shift, then this must be in collaboration with bring transit to the areas of the region that have little to no access to transit.

The presentation continued to cover recommendations for implementation and governance reform. The PART team's analysis focused on funding allocations that align with regional goals and provide avenues for local input. There is a need by the state to review the current 50% fare box recovery requirements. Four options of governance structures are being evaluated: a stronger coordinating agency, a regional network manager, an integrated agency with committees, and a unified new entity. The team continues to work with the Eno Center for Transportation, a third-party vendor, to evaluate the implications of each of these. Aimee Lee added context that they are trying to solve transit's funding issues, the topic of governance introduces the idea of a new vision of the transit system. The region must position itself for success in implementing the desired



system.

The next steps for the PART report include distributing white papers, memos, and videos. The team will be continuing their outreach efforts in a culmination of the joint MPO Policy and CMAP Board meeting.

## **6.0 Other Business**

Chris Snyder asked if a consultant has been brought on for the Safe Streets for All grant. CMAP Staff Lindsay Bayley confirmed that there will be a kickoff meeting soon and AECOM has been brought on as the project manager for the creation of safety action plans.

## **7.0 Public Comment**

CMAP Staff Doug Ferguson confirmed that the committee received a written comment and read the letter into the record. John Paul Jones, from Englewood Sustainable Initiatives and Grow Greater Englewood, submitted to the committee that the organization is happy to see that the Englewood Line Trail is recommended for funding. The CTA is looking to re-open the historic green-line Racine station in Englewood, which is of interest to the community. Jones and his collaborators are focused on bolstering accessibility, sustainability, and effective land-use in greater Englewood moving forward.

## **8.0 Next Meeting**

The next meeting will be held on September 22, 2023 at 9:30am.

## **9.0 Adjournment**

*A motion was made by Leon Rockingham, seconded by Brandon Geber, that the meeting be adjourned. The motion carried by a voice vote. The meeting adjourned at 10:54am.*

---

Minutes prepared by CMAP Staff Sarah Stolpe

## MEMORANDUM

**To:** CMAP Transportation Committee

**From:** CMAP Staff

**Date:** September 15, 2023

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

**Purpose:** TIP Amendment 23-11 was published to the eTIP web site on September 15, 2023 for committee review and public comment. This memo summarizes formal TIP amendment 23-11 and administrative amendments 23-11.1 and 23-11.2.

**Action Requested:** Approval of Formal TIP Amendment 23-11

---

---

Since the committee's last meeting, project programmers submitted 61 formal amendments for Transportation Committee consideration. Additionally, 194 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 23-11.

### Formal Amendment 23-11

A total of 61 formal amendments were submitted for Transportation Committee approval on amendment [23-11](#). Cost changes that exceeded the threshold for administrative approval made on 24 projects resulted in \$305 million in total cost being added to the TIP, with an additional \$271.3 million in federal participation. Cost changes made with 21 projects that had phases move into or out of the current years (2023 – 2027) of the TIP added \$54.7 million in total cost. Thirteen (13) new projects with a total cost of \$34.1 million and federal participation of \$22.1 million were added to the TIP. Three (3) projects were deleted from the TIP, removing \$3.1 million from the TIP. The overall change in total project cost within all prior, current, and future years due to this amendment is the addition of \$390.6 million in total cost, and \$341.7 million in federal participation, as summarized below.

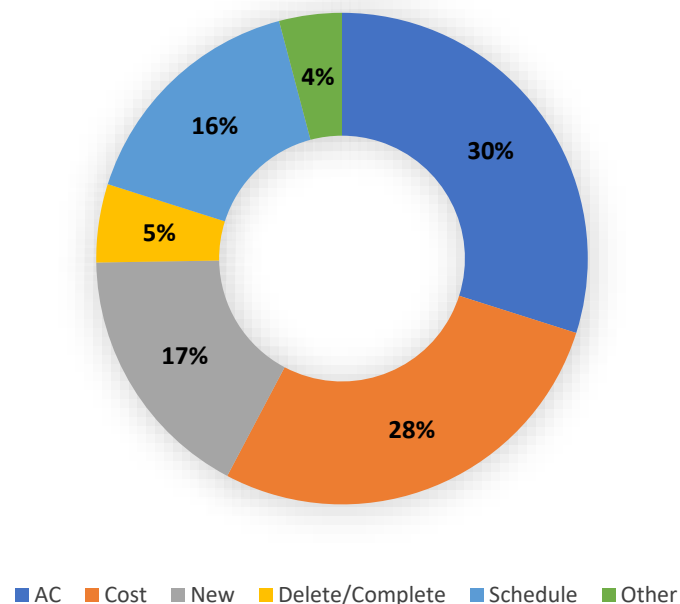
Type of change	# of projects	Change in total cost	Total cost before	Total cost after	Change in federal cost	Federal cost before	Federal cost after
Cost change exceeding threshold	24	\$305.0	\$2,699.3	\$3,004.3	\$271.3	\$1,923.9	\$2,195.2
Phase moved in/out of TIP years	21	\$54.7	\$382.2	\$436.9	\$50.8	\$199.9	\$250.7
New Project	13	\$34.1	\$0.0	\$34.1	\$22.1	\$0.0	\$22.1
Delete project	3	-\$3.1	\$3.1	\$0.0	-\$2.5	\$2.5	\$0.0
<b>Grand Total</b>	<b>61</b>	<b>\$390.6</b>	<b>\$3,084.7</b>	<b>\$3,475.2</b>	<b>\$341.7</b>	<b>\$2,126.3</b>	<b>\$2,468.0</b>

All costs in \$ millions

### Administrative Amendments 23-11.1 and 23-11.2

A total of 194 Administrative Amendments were submitted, reviewed, and accepted by staff on amendments [23-11.1](#) and [23-11.2](#). 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.

**23-11.1 & 23-11.2 Administrative Amendments - Type of Changes**



The majority of the administrative changes (58) were made to either place funding into Advance Construction (AC) status or convert funding from AC status (ACC). Cost adjustments made with these changes added \$12.1 million in total cost to the TIP. Fifty-four (54) projects submitted cost changes, adding \$17.8 million in total cost to the TIP, and increasing federal participation by \$1.4 million. Thirty-three (33) new projects totaling \$56.7 million, most from IDOT's recently released MYP, were added to the TIP administratively. These new projects

contain \$39.7 million in federal participation that is planned for years beyond the current years of the TIP. A little over \$20 million was removed from the TIP with the deletion or completion of ten (10) projects. Finally, 39 other non-financial changes, including schedule changes, adding project IDs, and making minor limit or descriptive changes, were made. In total, \$66 million in total cost was added to the TIP administratively, and federal participation increased by \$32.2 million. The type of change, number of projects affected, total project cost, and federal project cost information is shown in the table below. 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.

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) placed in AC	31	\$0.7	\$122.2	\$122.9	\$0.6	\$91.5	\$92.1
Phase(s) converted from AC	27	\$11.4	\$1,127.7	\$1,139.1	\$7.8	\$880.1	\$887.8
Cost change	54	\$17.8	\$529.2	\$547.0	\$1.4	\$385.8	\$387.2
New Project	33	\$56.7	\$0.0	\$56.7	\$39.7	\$0.0	\$39.7
Delete project	5	-\$20.1	\$20.1	\$0.0	-\$16.5	\$16.5	\$0.0
Complete project	5	-\$0.6	\$4.4	\$3.9	-\$0.5	\$3.5	\$3.0
Schedule change	31	\$0.0	\$1,557.6	\$1,557.6	\$0.0	\$947.2	\$947.2
Other	8	\$0.0	\$189.1	\$189.1	-\$0.3	\$99.1	\$98.9
<b>Grand Total</b>	<b>194</b>	<b>\$66.0</b>	<b>\$3,550.2</b>	<b>\$3,616.2</b>	<b>\$32.2</b>	<b>\$2,423.8</b>	<b>\$2,455.9</b>

All costs in \$ millions

## MEMORANDUM

**To:** Transportation Committee

**From:** CMAP Staff

**Date:** September 15, 2023

**Subject:** FFY 2024 - 2028 STP-SF, CMAQ, CRP, and TAP-L Programs Development

**Purpose:** The proposed FFY 2024-2028 STP-Shared Fund (STP-SF), Congestion Mitigation and Air Quality Improvement Program (CMAQ), Carbon Reduction (CRP), locally programmed Transportation Alternatives (TAP-L) regional transportation funding programs were recommended for approval by the respective Project Selection Committee and have been incorporated into TIP amendments 24-01.1, 24-01.2 and 24-01.3 for Transportation Committee consideration.

**Action Requested:** Approval

---

---

On August 31, 2023, the STP Project Selection Committee (PSC) approved the attached STP-SF program and the CMAQ and TAP-L PSC approved the attached CMAQ, CRP and TAP-L programs. The programs consist of 66 projects to be funded over the next five federal fiscal years (FFYs). The programs include STP-F funding for 19 projects, CMAQ funding for 26 projects, CRP funding for 4 projects and TAP-L funding for 17 projects. The new projects were selected by applying performance-based selection methodologies to the 129 project applications received in response to the call for projects issued in January 2023.

Draft programs were available for public comment from July 13 through August 11, 2023. One comment was received in support of the CMAQ and CRP programs. Based on the nature of the comment, the PSCs made no changes to the draft programs.

The recommended programs have been incorporated into TIP amendments 24-01.1, 24-01.2 and 24-01.3. Staff requests that Transportation Committee recommend approval of TIP Amendments 24-01.1, 24-01.2 and 24-01.3 to the CMAP Board and MPO Policy Committee.

## MEMORANDUM

**To:** CMAP Transportation Committee

**From:** CMAP Staff

**Date:** September 15, 2023

**Subject:** Public Participation Plan, draft review

**Action requested:** Approval

---

---

### Why a Public Participation Plan?

CMAP is a metropolitan planning organization (MPO) and federal law requires every MPO to create a public participation plan that explains to the public the opportunities to be involved in the transportation planning process that MPOs manage.

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

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

This PPP is intended to serve as a guide to both the public on how to participate in the agency's public committees and initiatives, but also as a resource to CMAP staff for planning public engagement processes. Because this Public Participation Plan also serves as the PPP for the Regional Transportation Authority (RTA), the RTA reviewed an early draft in June. The CMAP Citizens' Advisory Committee (CAC) reviewed the PPP at its August meeting and the CAC's comments are incorporated into the draft for both this committee's review and public comment.

## What's the timeline?

Regional Transportation Authority	Review draft	Completed (June 2023)
Citizens Advisory Committee	Review, approve draft	August 8, 2023
Public comment period	Statutorily required 45-day public comment period for draft document	August 21 through October 6, 2023
Transportation Committee	Review draft	September 22, 2023
<i>Final Public Participation Plan</i>	<i>Document finalized</i>	<i>December 1, 2023</i>
Citizens Advisory Committee	Review, approve final document	December 2023
MPO Policy Committee	Approval of final document by CMAP Board and MPO Policy Committee at joint meeting	January 2024

During the 45-day public comment period (August 21 through October 6), the agency is sharing the draft PPP on its [website](#), in its newsletters and through its social media channels to invite members of the public and regional stakeholders to provide feedback.

Staff welcomes the committee's review and comments on the draft PPP and any questions about the process. The draft plan is [linked here](#).

**Action requested:** Staff requests the committee's review and approval of the draft Public Participation Plan.

**Section 5310 –Enhanced Mobility for Seniors and Individuals with Disabilities  
FY2022 & FY2023 Program of Projects**

<b>Applicant</b>	<b>Project Title</b>	<b>Description and Justification</b>	<b>Total Estimated Budget</b>	<b>Federal Share</b>	<b>Local Share</b>
Clearbrook	Community Connections for Adults with Disabilities	This project provides transportation services to more than 6,000 seniors and individuals with disabilities. Clients are transported to work, school, day programs, medical appointments, community recreation, and other activities. This is an existing Section 5310 operating funded project.	\$800,000	\$400,000	\$400,000
CTF Illinois	CTF ILLINOIS: Point-to-Point Transportation for Individuals With Disabilities	This project provides transportation support individuals with disabilities. The door-to-door transportation services are vital to allow persons enrolled at CTF greater access to their daily supports including community employment, day programs, social and recreational activities, and medical appointments. This award includes funding for operations and a mobility manager. This is an existing Section 5310 funded project.	\$573,167	\$308,534	\$264,633
DuPage County	Transportation to Work (Ride DuPage)	The Transportation to Work Program provides demand-responsive transportation to and from work for persons with disabilities. The program operates 24 hours per day, 365 days per year and serves all of DuPage County. This is an existing Section 5310 operating funded project.	\$1,214,172	\$607,086	\$607,086
Kane County	Ride in Kane Phase 21 & 22	The Ride in Kane project coordinates dial-a-ride services in Kane County for older adults and persons with disabilities. The sponsors of this project include multiple private non-profit organizations and local units of government. The award includes funding to support a position to lead mobility management efforts for Ride in Kane. This is an existing Section 5310 funded project.	\$120,000	\$96,000	\$24,000
Kendall County	Kendall Area Transit	Kendall Area Transit is a demand responsive dial-a-ride service that serves primarily senior citizens and persons with disabilities in the urban portions of Kendall County. The service is also open to general public. Service is provided	\$1,656,275	\$905,020	\$751,255



		Monday-Friday from 6:00 AM -7:00 PM except certain holidays. The award includes operating, capital and mobility management funding. This is an existing Section 5310 funded project.			
Little City Foundation	Transportation Project	This project provides transportation for seniors and individuals with intellectual and developmental disabilities, for the purpose of attending day programs, medical appointments, employment, shopping, and community integration activities. This is an existing Section 5310 operating funded project.	\$1,240,000	\$620,000	\$620,000
McHenry County	McRide Dial-A-Ride	The MCRide program provides countywide coordinated dial-a-ride service to seniors and individuals with disabilities operating seven days of the week, from 5:00 a.m. to 11:00 p.m. This is an existing Section 5310 operating project.	\$3,000,000	\$1,500,000	\$1,500,000
Ray Graham Association	Comprehensive Transportation Program	Individuals with disabilities are transported from their homes to Community Learning Centers and a variety of other activities including grocery shopping, medical appointments, volunteer opportunities and recreational activities. Service is available 24 hours per day, 7 days per week. This award funds operating and mobility management position. This is an existing Section 5310 operating project.	\$901,587	\$463,769	\$437,818
Will County	Will-Ride Transportation Services	This program provides transportation and mobility management services for persons with disabilities and older adults residing in eastern Will County townships. The award funds the County's Mobility Manager position. This is an existing Section 5310 project.	\$150,000	\$120,000	\$30,000
CTA	Tactile Signage at CTA Bus Stops	This project will install tactile signs at all bus stop poles where CTA public information signs are currently posted to provide information about the exact bus stop location to customers who are blind or have visual or cognitive disabilities. Tactile Signage encourages individuals who currently rely on paratransit services to use fixed-route transit, even for trips where fixed-route service may have been available and at greater service span, frequency, and lower cost to operate than paratransit service.	\$1,697,000	\$1,357,600	\$339,400

Metra	Metra ADA Signage	This project will install 250 visual information systems (VIS) sign displays at 125 of Metra's 242 stations. The VIS signs are Metra's next generation of video monitor boards that display real-time train tracking information, arrival times, and travel alerts. VIS signs provide visual information that is a requirement to be compliant with ADA law as it pertains to transit stations and are particularly beneficial for people with hearing impairments and seniors with disabilities.	\$2,500,000	\$2,000,000	\$500,000
Pace	Phase IX Regional Call Center	Phase IX of Pace's Regional Call Center takes reservations for dial a ride and demand response services to seniors and individuals with disabilities. The Call Center provides comprehensive mobility management services that improve the coordination and operation of transportation services and supports county-led coordination services funded by Section 5310. This is an existing Section 5310 funded project.	\$3,750,000	\$3,000,000	\$750,000
Pace	Mobility as a Service Pilot	The Mobility as a Service (MaaS) app is a two-year pilot project designed to support customer access to one click real-time trip planning throughout Pace's six-county service area for Pace's Fixed Route, On-Demand and Paratransit family of services. Pace partnered with "Transit App" a readily available transit information app to launch a two-year MaaS Pilot project. "Transit App" provides and maps real-time public transit data and crowd-sources user data using the latest and best practices of General Transit Feed Specification (GTFS) on all modes that have integrations, including fixed-route, micro-transit, inter-city bus and subways, commuter rail, taxi, ride hail, rideshare, scooter, bikeshare and carshare. Pace's partnership with "Transit App," marks Pace's first steps towards creating a MaaS platform with existing Pace vendors for Fixed Route, On-Demand, Paratransit, and Last-mile/first-mile connections. This award will fund the dial-a-ride and paratransit elements of the project, which primarily serve seniors and people with disabilities.	\$2,997,500	\$2,398,000	\$599,500
		<b>Total</b>	<b>\$20,599,701</b>	<b>\$13,776,009.00</b>	<b>\$6,823,692</b>

## MEMORANDUM

**To:** Transportation Committee

**From:** CMAP Staff

**Date:** September 15, 2023

**Subject:** Regionally significant project (RSP) policy and process updates

**Purpose:** Inform the Transportation Committee of upcoming work to update policies and processes relating to regionally significant projects for the next long-range plan.

**Action Requested:** Information

---

---

Regionally significant projects (RSPs) are capital investments in the region’s expressways, transit system, and arterials with impacts and benefits that are large enough to warrant additional analysis and discussion through the regional planning process. The federal government requires metropolitan planning organizations (MPOs) to demonstrate fiscal constraint by showing that sufficient resources will be available to construct projects recommended in the region’s long-range plan. Only constrained projects are eligible to receive federal transportation funds and obtain certain federal approvals.

This memo is intended to inform the Transportation Committee of upcoming work related to updating the CMAP’s RSP policies and processes as the region prepares to develop a new long-range plan.

### Federal Requirements

Metropolitan Planning Organizations (MPOs) are required to develop a list of “regionally significant projects” (RSPs) as part of the long-range transportation planning process. The regulatory requirements are provided in 23 CFR 450.104.

*Regionally significant project means a transportation project (other than an exempt project) that is on a facility which serves regional transportation needs (such as access to and from the area outside of the region, major activity centers in the region, major planned developments such as new retail malls, sports complexes, etc., or transportation terminals as well as most terminals themselves) and would normally be included in the modeling of a metropolitan area's transportation network, including at a minimum all principal arterial highways and all fixed guideway transit facilities that offer an alternative to regional highway travel.*

This section also requires MPOs to provide guidance and establish criteria for identifying and prioritizing transportation projects that have a significant impact on a metropolitan area and, therefore, require special attention in the planning and programming phases. Key provisions include:

1. **Definition and thresholds:** Projects that have a substantial impact on the metropolitan transportation system, land use, economic development, or other regional factors. MPO's must establish specific thresholds or factors that a project must meet to be considered regionally significant. Examples of thresholds include project size, scope, cost, potential impacts, and alignment with regional goals and priorities.
2. **Identification and selection:** MPO's must establish a process by which regionally significant projects are identified and selected within the metropolitan transportation planning process. This typically involves developing a call for candidate projects and establishing screening and evaluation criteria to prioritize projects to be included on the constrained list of RSPs.
3. **Documentation and Reporting:** Documentation and reporting of the process and performance of regionally significant projects is required to ensure transparency and compliance with federal regulations.

#### CMAP's Current RSP Definition

As part of the development of the ON TO 2050 plan, CMAP's definition for RSPs was updated so that candidate projects must meet one of the following thresholds to be considered an RSP:

- Costs at least \$100 million and either (a) changes capacity on the National Highway System or is a new expressway or principal arterial, or (b) changes capacity on transit services with some separate rights of way or shared right of way where transit has priority over other traffic.
- Costs at least \$250 million and improves the state of good repair for a particular highway or transit facility.

Prior to ON TO 2050, regionally significant projects were referred to as "major capital projects" in GO TO 2040 and defined as capacity additions to the expressway system – new lanes, new interchanges between interstates, or entirely new expressways – or comparable changes to the transit system, generally meaning a rail extension.

#### 2022 Certification Review

Every four years, the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) conduct a certification review of CMAP and the overall regional transportation planning process to determine if the process meets federal planning requirements. The most recent certification review was conducted in 2022. The review included the recommendation to "revisit the threshold criteria for Regionally Significant Projects" prior to the next long-range plan. The recommendation went on to explain "the goal for RSPs should be to provide for a reasonably sized universe of project to be considered and allow the plan to identify and prioritize the most critical projects in the region and to focus resources on accomplishing them."

The 2022 recommendation built on a 2014 certification review recommendation that explained the “identification of Major Capital Projects should be based on impact, not scope, of projects.” For example, BRT systems may have similar service characteristics and travel benefits to rail transit and should be included along with more traditional heavy rail and commuter rail projects. Similarly, large reconstruction projects may have regionally significant impacts even if they add little or no capacity to the network. Furthermore, a more holistic definition could also better capture true regional priorities.

### Next Steps

In preparation for the development of the next long-range plan, CMAP has work underway to update the following RSP policies and processes relating to (1) definition and thresholds, (2) screening and evaluation criteria, and (3) documentation and performance reporting. Examples of initial work underway include the development of a transportation project analysis tool to help assist in the evaluation of RSPs as well as research into the state of practice among peer MPOs to identify best practices.

In the coming weeks CMAP will begin reaching out to our partners, including to members of the Transportation Committee, to solicit members for a resource group to help guide updates to RSP policies and process. The aim is to convene a resource group with a diverse array of perspectives, including transportation implementers, who can share their experiences navigating CMAP’s existing policies and process. It is anticipated this group will meet regularly throughout the remainder of 2023 and into 2024, as needed. During this time, CMAP committees will also be engaged, and recommendations will ultimately go through the Transportation Committee prior to going to CMAP’s Board and MPO Policy Committee for review and approval.