



CMAP BOARD AND MPO POLICY COMMITTEE

AGENDA - FINAL

Wednesday, October 9, 2024

9:30 AM

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

Members of the public who attend in-person can pre-register for a visitor's pass at info@cmap.illinois.gov until Tuesday, October 8, 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/88121200726?pwd=OIFcnbDvF0rsbpzwKpB4CvRXBvKy2i.1>

Conference Call number: 312 626 6799 US (Chicago)

Meeting ID: 881 2120 0726 Passcode: 394669

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

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

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

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

1.0 Call to Order and Introductions**2.0 Agenda Changes and Announcements****2.01 Executive director's report**[24-414](#)

PURPOSE & ACTION: An update of notable activities of the agency and the executive director.

ACTION REQUESTED: Information

Attachments: [Memo - Executive director report](#)

3.0 Approval of Minutes**3.01 MPO Policy Committee meeting minutes from June 13, 2024**[24-408](#)

PURPOSE & ACTION: Review and approval of meeting minutes.

ACTION REQUESTED: MPO Policy Committee Approval

Attachments: [MPO Policy Committee 06.13.24 Minutes](#)

CONSENT AGENDA (Agenda Items 3.02 and 4.01 - 4.03 for CMAP Board Approval)**3.02 CMAP Board minutes from September 11, 2024**[24-411](#)

PURPOSE & ACTION: Review and approval of meeting minutes.

ACTION REQUESTED: CMAP Board Approval

Attachments: [CMAP Board 09.11.24 Minutes](#)

4.0 Procurements and Contract Approvals**4.01 Authorization to amend contract C24-0066 with Energy + Environmental Economics, Inc. for Comprehensive Climate Action Plan Technical Assistance for an additional amount of \$71,000 for a total not to exceed amount of \$511,000**[24-427](#)

PURPOSE & ACTION: Chicago Metropolitan Agency for Planning is seeking to amend its existing contract with Energy + Environmental Economics, Inc. to facilitate the distribution of community engagement stipends and complete the project as scoped.

ACTION REQUESTED: CMAP Board Approval

Attachments: [Memo - C24-0066 Amendment Justification 02](#)

4.02 Authorization to amend contract C23-0029 with ICF Incorporated, LLC for Resilience Improvement Program for the additional amount of \$50,285 for a total not to exceed amount of \$885,000[24-428](#)

PURPOSE & ACTION: the Chicago Metropolitan Agency for Planning is seeking to amend its existing contract with ICF Incorporated, LLC to facilitate completion of the project as scoped to meet the United States Department of Transportation's (UDSOT's) minimum requirements for a resilience improvement plan.

ACTION REQUESTED: CMAP Board Approval

Attachments: [Memo - C23-0029 A02 ICF Amendment Justification](#)

- 4.03 Authorization to amend contract C24-0047 with SRF Consulting Group, Inc. for Northwest Cook Transit Coordination Study for an additional amount of \$29,725.21 for a total not to exceed amount of \$222,100** [24-431](#)

PURPOSE & ACTION: Chicago Metropolitan Agency for Planning is seeking to amend its existing contract with SRF Consulting Group, Inc. to facilitate additional engagement work.

ACTION REQUESTED: CMAP Board Approval

Attachments: [Memo - C24-0047 A01 Board Justification Memo](#)

REGULAR AGENDA

5.0 Items for Approval

- 5.01 Approval of the MPO Policy Committee meeting schedule for 2025** [24-412](#)

PURPOSE & ACTION: Attached are the proposed 2025 dates for the MPO Policy Committee's review and approval.

ACTION REQUESTED: MPO Policy Committee Approval

Attachments: [Memo - MPO Policy Committee 2025 meeting dates](#)

- 5.02 Election of MPO Policy Committee Vice-Chair** [24-413](#)

PURPOSE & ACTION: The MPO Policy Subcommittee will present their nominated candidate for the office of Vice-Chair of the MPO Policy Committee for the following year.

ACTION REQUESTED: MPO Policy Committee Approval

Attachments: [Memo - Nomination of Vice-Chair](#)

- 5.03 Memorandum of Understanding (MOU) between the CMAP Board and MPO Policy Committee** [24-421](#)

PURPOSE & ACTION: When CMAP was created 20 years ago, the CMAP Board and MPO Policy Committee jointly adopted a MOU that is the framework for integrating land use and transportation planning for the seven-county Chicago region. The MOU must be approved reaffirmed by both bodies regularly. In June, the MOU was brought before the committees for informational purposes to the CMAP Board and MPO Policy Committee at their June 2024 meetings. No changes are being recommended; staff requests the CMAP Board and MPO Policy Committee approve and reaffirm the MOU.

ACTION REQUESTED: CMAP Board and MPO Policy Committee Approval

Attachments: [Memo - MOU Board and MPO Policy Committee](#)
[MPO Board MOU 2024](#)

6.0 CMAP Announcements

6.01 CMAP Board report

[24-415](#)

PURPOSE & ACTION: An update on CMAP Board meeting activities will be provided.

ACTION REQUESTED: Information

6.02 Council of Mayors' Executive Committee report

[24-416](#)

PURPOSE & ACTION: A report on the activities of the Council of Mayors Executive Committee will be provided.

ACTION REQUESTED: Information

7.0 Information Items

7.01 CMAQ Program Mid-Point Performance Plan

[24-422](#)

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 two-year and four-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 two-year and four-year targets for the 2nd Performance Period. This report contains a two-year progress assessment in achieving those performance targets.

ACTION REQUESTED: Information

Attachments: [Memo - CMAQ MidPoint Performance Plan](#)
[CMAQ Mid-Point Performance Plan-2 Performance Period 10-1-24](#)

7.02 Regional Transportation Plan (RTP) update

[24-419](#)

PURPOSE & ACTION: CMAP staff will provide an update on the development of the RTP and an overview of the planned approach and next steps for the Financial Plan for Transportation.

ACTION REQUESTED: Information

Attachments: [Memo - RTP Update](#)

7.03 Comprehensive Climate Action Plan for the greater Chicago area update

[24-420](#)

PURPOSE & ACTION: CMAP will discuss progress on the development of the Comprehensive Climate Action Plan for the greater Chicago area. Recent work includes the finalization of the greenhouse gas (GHG) inventory, the initiation of stakeholder engagement and policy research, and the selection of a tool to quantify GHG emission reductions and corresponding benefits. CMAP seeks to engage in a discussion about opportunities, challenges, and priorities for the CMAP region within this larger, 13-county planning geography.

ACTION REQUESTED: Information

Attachments: [Memo - CAP update](#)

7.04 Regional Safe Streets for All (SS4A) Grant Program update

[24-430](#)

PURPOSE & ACTION: 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 overall

progress, provide information on engagement activities, review the important foundation of the need for this work, and hear about the end goal of supporting our communities in the implementation of projects that will help to eliminate roadway fatalities and serious injuries.

ACTION REQUESTED: Information

Attachments: [Memo - SS4A Regional Update](#)

7.05 September 2024 Executive Committee report on grants and procurements [24-417](#)

PURPOSE & ACTION: A monthly update of activity relating to grants, contracts and procurements. This report is typically submitted to the Executive Committee for their review but is being provided to the Board due to the committee's meeting cancellation.

ACTION REQUESTED: Information

Attachments: [September Grants and Procurements Report](#)

7.06 State legislative update [24-429](#)

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

ACTION REQUESTED: Information

Attachments: [Memo - Legislative Update](#)

8.0 Other Business

9.0 Public Comment

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

10.0 Next Meeting

The CMAP Board is scheduled to meet on Wednesday, November 13, 2024.

The MPO Policy Committee is scheduled to meet on Thursday, January 9, 2025.

11.0 Adjournment



Chicago Metropolitan Agency for Planning

433 West Van Buren Street
Suite 450
Chicago, IL 60607

312-454-0400
cmap.illinois.gov

MEMORANDUM

To: CMAP Board

From: Erin Aleman, Executive Director

Date: October 2, 2024

Subject: Executive Director's report

Action Requested: Information

Dear Board Members,

This report provides an update ahead of our September meeting with the goal of greater transparency to CMAP's work and to supplement the agenda.

Should you have questions regarding this report, please feel free to reach out to me.

Sincerely,

A handwritten signature in black ink, appearing to read 'Erin', is located below the word 'Sincerely,'.

Erin Aleman

Safe Travel for All engagement this fall

The [Safe Travel for All](#) regionwide initiative to eliminate traffic fatalities and serious injuries in northeastern Illinois has a robust engagement schedule for this fall. This first-of-its-kind initiative will develop a regional traffic safety framework and countywide safety action plans for six counties in the region. Completing these safety action plans will also open opportunities for federal funding for traffic safety improvements.

All six counties' EngagementHQ websites are now live for [Cook](#), [DuPage](#), [Kane](#), [Lake](#), [McHenry](#), and [Will](#), with interactive safety hot-spot maps, surveys, and in-person events. Various in person/hybrid/virtual events will be popping up in municipalities throughout the region. We're reaching out to all your communities and counties to help promote these public events and encourage you to also visit your county's page.

Call for Transportation Projects

We're excited to announce that the next call for transportation projects will open on October 21. CMAP has four federal funding programs that we facilitate to distribute dollars for eligible project applications. They include:

- The *Carbon Reduction Program*, funding projects that reduce greenhouse gas emissions from surface transportation sources
- The *Congestion Mitigation and Air Quality Improvement Program*, funding projects that reduce vehicle emissions leading to ozone pollution and help relieve traffic congestion
- The *Surface Transportation Program-Shared Fund*, supporting large and lasting projects that contribute to regional transportation priorities such as bridge rehabilitations, corridor safety improvements, and transit station improvements
- And the *Transportation Alternatives Program*, funding non-motorized transportation projects that help complete the Regional Greenways and Trail Plan.

We will provide additional information on our website as we get closer to our launch and announce it via our newsletters and social media accounts.

Household travel survey

A reminder that CMAP's [Household Travel Survey](#), also known as My Daily Travel, launched this month. This travel survey helps us understand how local roads, highways, public transit, bike lanes, and sidewalks are used today, and how they can be improved to make travel better in the future.

The survey is by invitation only, and letters to selected residents across the region have started going out this week. We hope to hear back from at least 4,000 households, so we continue to collaborate with our partners, counties, and municipalities on ways to get the word out to help validate our efforts.

The survey will run through spring of 2025. You can visit [MyDailyTravelSurvey.com](#) to learn more.

CMAP engagements

Sharing our work and lessons learned with peers across the region and country is key as we collaborate to solve shared challenges. CMAP continues to inform, collaborate, and convene, with recent engagement events and conferences including:

- **Association of Metropolitan Planning Organizations (AMPO) in Salt Lake City, UT:**
Transportation Deputy Aimee Lee presented the Plan of Action for Regional Transit and its

recommendations as our region's response to the looming transit fiscal cliff. She also joined a panel discussion held at AMPO's annual conference on transit funding challenges across the country, alongside peers from the Bay Area and Washington, D.C. region.

- **IL-APA State Conference in Champaign, IL:** CMAP had a significant presence at the annual conference. Planner Lily Brack moderated two panel discussions: a case study about the Envision Ford Heights Strategic Plan and the Logan Square Blue Line transit action plan and a panel about Cook County's use of ARPA funds for capital investments in under-resourced municipalities. Principal Elizabeth Scott led a discussion about the challenges facing public transit using the Plan of Action for Regional Transit as a case study. Principal Jaemi Jackson facilitated a speed planning session. And new CMAP planner Gabriel Guevara won the APA-IL's Emerging Planner award.
- **APWA Chicago Metro Chapter and its City Branch:** Public and private sector partners welcomed special guests visiting from Australia who shared insights about their local government transportation and infrastructure, circular economy, engagement and more. CMAP's Deputy of Communications and Engagement Jennie Vana served as emcee.

Planning Technical Assistance updates

CMAP is kicking off the first phase of 30 [technical assistance projects](#) awarded earlier this year in areas such as traffic safety improvement, increasing access to opportunities, and strengthening transportation choice. ADA transition plans were also included in this year's award pool and those projects are now kicking off to support improvements that protect bicyclists and pedestrians, position communities to apply for grant opportunities, and address long-term planning needs.

A few exciting technical assistance project updates include:

- The [Reimagine River Grove](#) comprehensive plan was adopted by the village in September. Over the next two decades, the plan will serve as the village's north star as it makes decisions regarding land use, community development, transportation, economic development, and green space improvements.
- The [Round Lake Beach Bicycle & Pedestrian Plan](#) is now available. The Round Lake City Council adopted the plan at their August meeting.
- A [draft of City of Harvey's Comprehensive Plan](#) is now available, with the Harvey City Council considering adoption in the next few months.
- Development of the [Austin Central Avenue Action Plan](#) is in its final stages, expected to be published in October.
- The [Lansing Capital Improvement Plan](#) is now complete, adopted by the Village of Lansing in September. The plan will assist Lansing in determining capital projects needed over the next decade, especially in the timing, financing, and in some cases, locations where projects should occur. This plan was part of a successful pilot project to bring participatory budgeting (PB) into capital improvement planning. Through PB a new sidewalk repair program has been started in Lansing and incorporated into their CIP over the next five years.
- CMAP's Capital Improvement Plan work, alongside engineering consultant Jacobs, won Highly Commended in [Environment Analyst's "Creating Resilient & Sustainable Communities Award"](#) category this summer. CMAP has partnered with Jacobs since 2021 to assist eight low-capacity communities across the metropolitan area to improve their capital planning processes to be more climate resilient and equitable.

Council of Mayors Executive Committee met in September

The Council of Mayors Executive Committee – which includes representatives from each of the eleven regional councils of mayors – met on September 24. In response to Committee members’ feedback, the Committee began a multi-meeting discussion of the complex transportation funding process. The September agenda also included an introduction to the socioeconomic forecast that serves as an anchor for development of the Regional Transportation Plan. The Committee’s November agenda will include a discussion of severe weather trends in northeastern Illinois and how municipalities and CMAP meet those challenges.

Q1 FY2025 Communications and Engagement metrics report

CMAP Communications and Engagement team informs and influences through various platforms — meeting our partners where they are — and these quarterly metrics reports capture the agency’s extensive work engaging with our many stakeholders. This strategy includes traditional print/digital media (captured in media hits below), social media (LinkedIn, Facebook, Instagram, and Threads), and content newsletters (on topics like accessibility, climate, transportation, safety, and more) to keep our stakeholders informed, not only about issues that interest them but also opportunities and successes throughout the region. It also includes a robust engagement events calendar and the EngagementHQ platform, which helps gather community input and keep residents engaged with our projects throughout the region.

CMAP Communications & Engagement

Social/newsletters metrics

Q1 FY2025: July-September



10 newsletters

Topics including accessibility, regional economy, transportation, and more



15,088

Total unique newsletter opens



177,136

Social media impressions

Across Instagram, LinkedIn, and Facebook

CMAP Communications & Engagement

Engagement metrics

Q1 FY2025: July-September



45 events in 6 counties

Highlights included meetings with agency partners and stakeholders, community events for planning projects, executive director's speaking engagements, meetings with legislators, and meetings of the Community Alliance for Regional Equity.



9,600

Engagement HQ site visits

985

New contributions, with ~10.26% of visitors contributing to projects

CMAP Communications & Engagement

Media mentions

Q1 FY2025: July-September



46 media mentions

Transit agency Leaders push back on calls to merge Pace, CTA, Metra

Daily Herald

Show them the money: Transit agencies want infusions of cash without reforms

Chicago Sun-Times

Editorial: Chicago needs transit reform now

Crain's Chicago Business

Chicago's public transit fiscal crisis needs more attention (Opinion, Kate Lowe)

Chicago Tribune

Transit-friendly DuSable Lake Shore Drive is critical to improving Bus Service (commentary)

Chicago Sun-Times

New hybrid, compressed natural gas buses coming to Springfield area thanks to \$17.8M grant

The Lincoln Courier

CMAP Communications & Engagement

Media mentions

Q1 FY2025: July-September



CTA President: 'The governance model is not the problem here' – RTA Chair: 'Funding cures most ills'

Capitol Fax

'No new revenue without reform'

Chicago Reader

The CTA's missing riders

Chicago Reader

Chicago's bike path expansion keeps city on track for a sustainable future

The Optimist Daily

Paris on Politics: Talking Transit

Fox 32 Chicago

Homestead exemptions: How to save on property taxes

Austin Weekly News

South Shore residents want protection from housing price increases near Obama Center

Chicago Tribune

BTS Updates Datasets to National Transportation Atlas Database, Summer 2024

USDOT's Bureau of Transportation Statistics (BTS)

CMAP Communications & Engagement

Media mentions

Q1 FY2025: July-September



[Now that you own a home, what's next?](#)

Austin Weekly News

[TCA Health Opens New Medical Clinic in Hegewisch, Chicago](#)

Iowa News Headlines

[IL environmentalists hope federal grant lowers emissions](#)

Public News Service

[Methodology – A new Chinatown: Demographics, business landscapes evolve in Chicago's 11th ward](#)

Medill Reports Chicago

[The language in which they dream](#)

Chicago Reader

[Chicago reveals climate havens don't exist – they must be created](#)

Great Lakes Now

[Leveraging Greenspace to Manage Urban Flooding: An Investigation of Nature-Based Solutions](#)

[Implementation in U.S. Public Parks](#)

MDPI (Multidisciplinary Digital Publishing Institute)

CMAP Communications & Engagement

Media mentions

Q1 FY2025: July-September



[Chicago school board election 2024: Here are the candidates running in District 5](#)

Chalkbeat Chicago

[Chicago stops using controversial ShotSpotter gunshot detection system/](#)

The Record

[Daily Herald opinion: It's not just on the open highway where excessive speed kills](#)

Daily Herald

[Will County Kicks Off Safety Action Plan](#)

Will County press release

[Get on the bus! Advocates and organizations urge Mayor Johnson to take action to save the Greyhound Terminal](#)

Streetsblog Chicago

[The Active Transportation Alliance is helping Illinois communities win ITEP grants for walk/bike projects](#)

Streetsblog Chicago

CMAP Communications & Engagement

Media mentions

Q1 FY2025: July-September



'We Need To Pump Brakes' Before Heading Into Roundabout Construction, Village Trustee Says
Patch

Keep calm if you see this van
The Free Press Newspapers

Will County seeks feedback on unsafe areas for driving, biking and walking
Daily Southtown/Chicago Tribune

Joliet Working with Regional Group to Survey Residents on Travel Needs
1340 WJOL

Daily travel survey underway this fall in Lake County
Shaw Local News Network

Environment Board hears Ryan Field report, submits Envision Evanston letter
Evanston RoundTable

Topgolf planned to anchor 100-acre Tinley Park entertainment district near Credit 1 venue
Chicago Tribune

CMAP Communications & Engagement

Media mentions

Q1 FY2025: July-September



Chicago from the Air: A City at Work (TV news segment)

WTTW

ACT announces membership awards

Austin Weekly News

First-of-Its Kind Workforce Housing Project Breaks Ground in West Suburban Bellwood

The Southland Journal

Commission votes 4-2 to approve ADU proposed by District 65 board member

Evanston RoundTable

Frank Lloyd Wright's Walser House in Austin: looking for a new lease on life

Wednesday Journal of Oak Park and River Forest

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Chicago Metropolitan Agency for Planning

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Suite 450
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MPO POLICY COMMITTEE

MEETING MINUTES - DRAFT

Thursday, June 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 until Wednesday, June 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/85003934401?pwd=c8iHEB2dAJLGSu7i04UZtsN8REb5sy.1>

Conference Call number: 312 626 6799 US (Chicago)

Meeting ID: 850 0393 4401 Passcode: 775974

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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 CMAF'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 CMAF at least five days before the meeting by email (info@cmap.illinois.gov) or phone (312-454-0400).

1.0 Call to Order and Introductions

Chair Osman called the meeting to order at 9:31 a.m.

- Present:** IDOT Representative, CDOT Representative, CMAP Representative 1, CTA Representative, Cook Co Representative, CoM Representative, Tollway Representative, Kane Co Representative, Lake Co Representative, McHenry Co Representative, Metra Representative, Pace Representative and RTA Representative
- Absent:** CMAP Representative 2, DuPage Co Representative, Kendall Co Representative and Will Co Representative
- Non-Voting:** FHWA Representative and FTA Representative
- Absent (NV):** Class I Railroads Representative

Noting a physical quorum, Chair Osman reported that a request was received from Pace Representative Melinda Metzger to attend the MPO Policy Committee meeting virtually in compliance with the Open Meetings Act.

A motion was made by CoM Representative Jeff Schielke, seconded by Metra Representative Jim Derwinski, to approve virtual participation by Pace Representative Melinda Metzger in compliance with the OMA. Motion carried by the following vote:

- Aye:** IDOT Representative, CDOT Representative, CMAP Representative 1, CTA Representative, Cook Co Representative, CoM Representative, Tollway Representative, Kane Co Representative, Lake Co Representative, McHenry Co Representative, Metra Representative, Pace Representative and RTA Representative
- Absent:** CMAP Representative 2, DuPage Co Representative, Kendall Co Representative and Will Co Representative
- Non-Voting:** FHWA Representative and FTA Representative
- Absent (NV):** Class I Railroads Representative

Chair Osman noted that Melinda Metzger is present and able to participate in today's meeting.

Secretary Omer Osman served as IDOT Representative, Jeff Sriver served as CDOT Representative, Frank Beal served as CMAP Representative 1, Jesse Elam served as Cook County Representative, Jeff Schielke served as CoM Representative, Cara Bader served as CTA Representative, Jon Paul Diipla served as FHWA Representative, Mark Kane served as FTA Representative, Cassaundra Rouse served as Tollway Representative, Tom Rickert served as Kane County Representative, Kevin Carrier served as Lake County Representative, Scott Hennings served as McHenry County Representative, Jim Derwinski served as Metra Representative, Melinda Metzger served as Pace Representative, Leanne Redden served as RTA Representative

Staff present: Laurent Ahiablame, Erin Aleman, Bill Barnes, Victoria Barrett, Phoebe Downey, Kama Dobbs, Doug Ferguson, Jane Grover, Craig Heither, Jaemie Jackson, Aimee Lee, Tony Manno, Stephane Phifer, Russell Pietrowiak, Ryan Thompto, Jennie Vana, Blanca Vela-Schneider

Others present: Garland Armstrong, Alex Beata, Lukas Bettich, Andrew Brinkerhoff, Shae Burnham, Christina Burns, Carolyn Caruso, Lynnette Ciavarella, Ellis Combes, John Donovan, Drew Duffin, Jackie Forbes, Brandon Geber, Katy H, Jennifer Henry, Neil James, Kendra Johnson, George Kandathil, Mario

Keane, Mike Klemens, Brian Larsen, Heidi Lichtenberger, Heather Mullins, Leslie Rauer, Nicholas Riehle, Kathryn Robles, Todd Schmidt, Justine Sydello, Laden Trautwein, Jon Vana, Michael Vanderhoof

2.0 Agenda Changes and Announcements

There were no changes to the agenda.

Chair Osman congratulated Steve Travia, IDOT's Director of Highways Project Implementation, who has accepted a position as the director of transportation with the County of DuPage. He reported the Governor will announce the latest multi-year program in McCook.

3.0 Approval of Minutes

3.01 Minutes from March 14, 2024

[24-280](#)

Attachments: [MPO Policy Committee 03.14.24 Minutes](#)

A motion was made by CoM Representative Steve Schielke, seconded by Metra Representative Jim Derwinski, to approve the March 14, 2024 meeting minutes. The motion carried by the following vote:

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

Absent: CMAP Representative 2, DuPage Co Representative, Kendall Co Representative and Will Co Representative

Non-Voting: FHWA Representative and FTA Representative

Absent (NV): Class I Railroads Representative

4.0 CMAP Announcements

4.01 Executive director's report

[24-279](#)

Erin Aleman, Executive Director, reported that CMAP has updated its 2020 Land Use Inventory which identifies up to 50 land categories in northeastern Illinois. The data is useful to understand how communities use and develop land and how it changes over time.

CMAP and the USDOT's Building America Bureau held a technical assistance workshop in April with its I-290/Blue Line Corridor project partners, IDOT and the CTA. The partners discussed challenges, identified opportunities for collaboration and innovation, and developed a shared vision for continued progress on the corridor.

Executive Director Aleman reported that CMAP is continuing its regional climate initiatives by developing the Comprehensive Climate Action Plan for the Chicago Metropolitan Statistical Area (MSA). The goal is to identify solutions to address all significant greenhouse gas sources and sinks to reduce emissions to net zero. The plan began last month and will take about 15 months to develop. The steering committee that was created to guide the work met for the first time earlier this week.

Executive Director Aleman presented highlights to the legislative update that will be presented later in the meeting and reported that 30 projects were selected by CMAP for its technical assistance program. The technical assistance program is in partnership with the RTA.

The executive director's report was received and filed.

4.02 CMAP Board update

[24-278](#)

Leanne Redden, RTA Representative, provided an update of CMAP Board activity. At its April 10, 2024 meeting, the CMAP Board approved amendments to its bylaws that include clarification on the use of a consent agenda, clarification of the composition and powers of its Executive Committee, and language that would tie the limitations of the simplified acquisition threshold or maximum contract authority to the limits defined in the state statute. The Board also received an overview of the 2026 Regional Transportation Plan and the Regional Vision.

At its May 8, 2024 meeting, the Board acted on the executive director's performance review and approved a five-year contract renewal, received and filed the FY2023 financial audit, and received presentations of CMAP's community outreach to engage and empower.

At the June 12, 2024 meeting, the Board received an update on the Memorandum of Understanding between the CMAP Board and the MPO Policy Committee and presentations on the Regional Transportation Plan and the Speed Management Report, all of which will be presented to this committee later on the agenda.

The CMAP Board update was received and filed.

4.03 Council of Mayors' Executive Committee report

[24-277](#)

Jeff Schielke, Council of Mayors Representative, reported that the Council of Mayors met on March 26, 2024. The mayors provided input on the development of CMAP's strategy for the socioeconomic forecast, Regional Transportation Plan, and six-county safety program. There has been a transition of staff support for the Council of Mayors and staff have been meeting with the mayors to discuss a refreshed vision for the committee.

The Council of Mayors' Executive Committee report was received and filed.

5.0 Items for Approval

5.01 ON TO 2050/2024-2028 TIP conformity analysis & TIP amendment

[24-252](#)

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

Russell Pietrowiak, Senior Programming Analyst, presented the ON TO 2050/ 2024-2028 TIP conformity analysis and TIP amendment 24-08. The CMAP region is a non-attainment area for ozone standards and is required to demonstrate that projects in the TIP conform to the motor vehicle emissions budget through a regional emissions analysis.

The conformity analysis was created using EPA Moves 3 model. A new model has been created and CMAP will begin using it in the fall of 2024, ahead of the mandated requirement.

One comment was received during the public comment period but did not relate to any of the projects on the TIP or the process. CMAP has responded to the comment.

It was noted that this agenda item contained a scrivener's error and should read as ON TO 2050/2024-2028 TIP conformity analysis and TIP amendment.

A motion was made by CoM Representative Jeff Schielke, seconded by Tollway Representative Cassandra Rouse, to approve the ON TO 2050/2024-2028 TIP conformity analysis & TIP amendment 24-08. The motion carried by the following vote:

Aye: IDOT Representative, CDOT Representative, CMAP Representative 1, CTA Representative, Cook Co Representative, CoM Representative, Tollway Representative, Kane Co Representative, Lake Co Representative, McHenry Co Representative, Metra Representative, Pace Representative and RTA Representative
Absent: CMAP Representative 2, DuPage Co Representative, Kendall Co Representative and Will Co Representative
Non-Voting: FHWA Representative and FTA Representative
Absent (NV): Class I Railroads Representative

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

[24-251](#)

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

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

A motion was made by McHenry Co Representative Scott Hennings, seconded by CoM Representative Jeff Schielke, to approve the FFY 2025-2029 STP local programs in the Transportation Improvement Program. The motion carried by the following vote:

- Aye:** IDOT Representative, CDOT Representative, CMAP Representative 1, CTA Representative, Cook Co Representative, CoM Representative, Tollway Representative, Kane Co Representative, Lake Co Representative, McHenry Co Representative, Metra Representative, Pace Representative and RTA Representative
- Absent:** CMAP Representative 2, DuPage Co Representative, Kendall Co Representative and Will Co Representative
- Non-Voting:** FHWA Representative and FTA Representative
- Absent (NV):** Class I Railroads Representative

5.04 Cooperative Agreement for Coordination of Land Use - Transportation Planning in the Round Lake Beach-McHenry-Grayslake IL-WI Urbanized Area [24-273](#)

Attachments: [Coop Agreements Memo](#)
[CMAP-SEWRPC Agreement](#)

(Agenda items 5.04 and 5.05 were taken ahead of agenda item 5.03.)

Doug Ferguson, Senior Analyst, presented federally-required cooperative agreements with neighboring metropolitan organizations Southeastern Wisconsin Regional Planning Commission (SEWRPC) and the Northwest Indiana Planning Commission (NIRPC). The agreements layout how the neighboring regions will organize planning efforts for urbanized areas that cross state lines. The agreements were last ratified in 2018 and 2016. The agreements are largely the same with minor corrections to the geography and more descriptive language.

A motion was made by RTA Representative Leanne Redden, seconded by CoM Representative Jeff Schielke, that the cooperative agreements be approved. The motion carried by the following vote:

- Aye:** IDOT Representative, CDOT Representative, CMAP Representative 1, CTA Representative, Cook Co Representative, CoM Representative, Tollway Representative, Kane Co Representative, Lake Co Representative, McHenry Co Representative, Metra Representative, Pace Representative and RTA Representative
- Absent:** CMAP Representative 2, DuPage Co Representative, Kendall Co Representative and Will Co Representative
- Non-Voting:** FHWA Representative and FTA Representative
- Absent (NV):** Class I Railroads Representative

5.05 Cooperative Agreement for Coordination of Land Use - Transportation Planning in the Chicago/Gary/Lake County, IL-IN Urbanized Area [24-274](#)

Attachments: [Coop Agreements Memo](#)
[CMAP-NIRPC Agreement](#)

(Agenda items 5.04 and 5.05 were taken ahead of agenda item 5.03.)

Doug Ferguson, Senior Analyst, presented the federally-required cooperative agreement with the neighboring metropolitan organization in the Chicago/Gary/Lake County, Illinois and Indiana urbanized area.

A motion was made by RTA Representative Leanne Redden, seconded by CoM Representative Jeff

Schielke, that the agenda item be approved. The motion carried by the following vote:

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

Absent: CMAP Representative 2, DuPage Co Representative, Kendall Co Representative and Will Co Representative

Non-Voting: FHWA Representative and FTA Representative

Absent (NV): Class I Railroads Representative

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

[24-253](#)

Attachments: [FTA Funding Splits memo](#)

Russell Pietrowiak, Senior Programming Analyst, presented the FFY 2024 FTA subarea allocation splits between Indiana and Illinois and Wisconsin and Illinois. Splits are established in a letter of understanding between the RTA, the Northwestern Indiana Regional Planning Commission and the Southeastern Wisconsin Regional Planning Commission. RTA's Board of Directors approve the funding allocations at their May 16 meeting.

A motion was made by Tollway Representative Cassaundra Rouse, seconded by CoM Representative Jeff Schielke, to approve the FFY 2024 FTA subarea allocation between Indiana-Illinois and Wisconsin-Illinois. The motion carried by the following vote:

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

Absent: CMAP Representative 2, DuPage Co Representative, Kendall Co Representative and Will Co Representative

Non-Voting: FHWA Representative and FTA Representative

Absent (NV): Class I Railroads Representative

5.06 Resolution reaffirming the Metropolitan Planning Area (MPA) Boundary

[24-275](#)

Attachments: [MPA Boundary Memo](#)
[Resolution to Affirm the MPA Boundaries 2024](#)
[Metro Planning Area Map](#)

Kama Dobbs, Senior Analyst, reported that after each decennial census, metropolitan planning organizations are required to review their Metropolitan Planning Area (MPA). Following the 2020 census, IDOT reviewed the urbanized areas for CMAP's region and found there were no changes to the urbanized areas that would warrant a modification to CMAP's MPA.

A motion was made by Kane Co Representative Tom Rickert, seconded by Lake Co Representative Kevin Carrier, to approve Resolution 24-02 reaffirming the MPA boundary. The motion carried by the following vote:

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

Absent: CMAP Representative 2, DuPage Co Representative, Kendall Co Representative and Will Co Representative

Non-Voting: FHWA Representative and FTA Representative

Absent (NV): Class I Railroads Representative

6.0 Information Items

6.01 Appointment of a subcommittee for nominating the vice chair of the MPO Policy Committee [24-281](#)

Attachments: [Appointment of a Subcommittee Memo](#)

Chair Osman reported that the MPO Policy Committee's by-laws require the Chair of the MPO Policy Committee to appoint a nominating committee to bring forward nominations for the vice-chair of the MPO Policy Committee for the following year. The Nominating Committee shall meet before the next regularly scheduled meeting in the fall.

Chair Osman appointed the following to the MPO Policy Nominating Committee:

- * Frank Beal to represent the regional planning agency
- * RTA to represent the public transportation agency
- * Jeff Schielke to represent municipal government
- * CDOT to represent highway or roads transportation, and
- * McHenry to represent counties.

6.02 Memorandum of Understanding between the CMAP Board and MPO Policy Committee [24-235](#)

Attachments: [CMAP-MPO MOU Memo](#)

Erin Aleman, Executive Director, presented the existing Memorandum of Understanding (MOU) between the CMAP Board and MPO Policy Committee. The MOU identifies the roles and responsibilities of the Board and MPO and memorializes the commitment to work together. The MOU calls for periodic review by the Board and MPO. Staff has review the MOU and does not recommend any modification to the MOU. This will be formally considered by the MPO Policy Committee at the October 9, 2024 CMAP Board and MPO joint committee meeting.

The Memorandum of Understanding between the Board and MPO Policy Committee was presented.

6.03 Regional Transportation Plan (RTP) update [24-266](#)

Attachments: [Socioeconomic Forecast Memo](#)
[Analysis of transportation plans and priorities for 2026 RTP Memo](#)

Alex Bahls, Senior Research Analyst and Regional Project Manager for the Regional Economic

Forecast, presented preliminary information on the regional socioeconomic forecast, which will be utilized for the Regional Transportation Plan (RTP). Every metropolitan planning organization (MPO) is required to create a forecast that anticipates transportation and land use conditions to a 20-year planning horizon. The forecast has two components: a regional forecast that looks at demographics and economic trends for the region as a whole and a local forecast that reflects current knowledge, policy considerations, and stakeholder input. The socioeconomic forecast is also the basis by which the RTP's financial plan is developed and supports scenario planning activities.

Senior Research Analyst Bahls reported the regional forecast reflects macro-level trends in births, deaths, international and domestic migration, and jobs. CMAP uses historical data and uses agencies such as Moody's Analytics, the Congressional Budget Office, and the United States Census Bureau to develop projects for jobs, economic data, and census demographics. It was noted that because national trends project a decrease in the next census, the draft regional forecast will likely project slower growth.

Aging populations and declining birth rates are contributing factors to future population trends. It is expected that by 2030, the population age of 65+ will outnumber youth, and, by 2038, deaths are projected to outnumber births in the United States at which point migration will be the main driver of annual population increase. Senior Research Analyst Bahls reviewed projected population forecasts for the seven-county region, noting a decrease in projected population for Cook County. Next steps include reviewing the regional forecast, working with UrbanSim on the local forecast, convening local and technical advisory groups, and developing a vision plan.

Julie Reschke, Policy Analyst, reported the RTP was previously embedded in the ON TO 2050 Plan. It fulfills the federal requirements established for MPOs, is essential for access to federal funds, and is due October 2026.

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

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

The RTP will build on the transportation vision in the ON TO 2050 Plan, last updated in 2022. The ON TO 2050 Plan includes transportation recommendations on mobility, community, prosperity, environment, and governance and will be used as a starting point for developing the goals of an updated RTP. Policy Analyst Reschke reported on the work that is underway and the region's vision for transportation. Next steps include stakeholder engagement, a public survey, an opportunity to submit research, ideas and policy stances, and the creation of an engagement webpage to coordinate future outreach.

Discussion occurred regarding the need to improve cyber security when thinking about infrastructure investment and consideration of intercity travel demands.

The Regional Transportation Plan update was presented.

6.04 Speed Management Report Overview

24-284

Attachments: [Speed management report memo](#)
[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 deaths in our region. 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. It was also noted that vehicles are heavier than in previous years, causing more significant damage when in a collision. 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 improving vehicle design, the Tollway's efforts to reduce speeding on roads, and encouraging public transit as an opportunity to avoid distracted driving.

An overview of the Speed Management Report was presented.

6.05 Legislative update

24-283

Attachments: [June MPO Policy Committee Memo Legislative Update](#)

John Carpenter, Legislative Affairs Director, reported the Regional Planning Act (RPA) Modernization bill has passed both legislative chambers and awaits signature by the governor. Funding for the RPA appropriation bill was not incorporated into the state's FY25 budget and CMAP will continue to lobby to move this bill forward.

The Regional Transportation Authority (RTA) Act requires the Road Fund to annually deposit \$150 million to the Public Transportation Fund (PTF) and provide additional funds for RTA debt service. The remainder of the funding to the PTF has typically come from the General Fund. For the state's FY25 budget, the General Assembly approved an increase of \$75 million in allocated funds to the PTF from the Road Fund. It also calls for a \$50 million allocation from the Leaking Storage Tank Fund to the PTF, but it was noted that this change does not address the transit system's capital and operating needs.

Director Carpenter reported that language previously stricken from HB5511 related to the public-private partnerships has been restored. Staff continues to review and follow the Clean and Equitable Transportation Act and the Transportation Choices Act.

The legislative update was received and filed.

7.0 Other Business

There was no other business before the committee.

8.0 Public Comment

Garland Armstrong, former Illinois resident, recognized efforts to improve safety on roads. He encouraged the use of educational materials in different languages to help inform people of the dangers of reckless and distracted driving. He also requested that agencies continue to support intercity travel to ensure that low-income resident have the ability to travel.

9.0 Next Meeting

It was clarified that the next meeting is a joint meeting with the CMAP Board and is scheduled for October 9, 2024.

10.0 Adjournment

A motion was made by CoM Representative Jeff Schielke, seconded by Tollway Representative Cassaundra Rouse, to adjourn the meeting. The motion carried by the following vote:

Aye: IDOT Representative, CDOT Representative, CMAP Representative 1, CTA Representative, Cook Co Representative, CoM Representative, Tollway Representative, Kane Co Representative, Lake Co Representative, McHenry Co Representative, Metra Representative, Pace Representative and RTA Representative
Absent: CMAP Representative 2, DuPage Co Representative, Kendall Co Representative and Will Co Representative
Non-Voting: FHWA Representative and FTA Representative
Absent (NV): Class I Railroads Representative

Meeting adjourned at 11:16 a.m.

Minutes prepared by Blanca Vela-Schneider



Chicago Metropolitan
Agency for Planning

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CMAP BOARD

MEETING MINUTES - DRAFT

Wednesday, September 11, 2024

9:30 AM

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

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

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

<https://us06web.zoom.us/j/88121200726?pwd=OIFcnbDvF0rsbpzwKpB4CvRXBvKy2i.1>

Conference Call number: 312 626 6799 US (Chicago)

Meeting ID: 881 2120 0726 Passcode: 394669

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

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

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

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

1.0 Call to Order and Introductions

Chair Bennett called the meeting to order at 9:36 a.m.

Present: Gerald Bennett, Frank Beal, Matthew Brolley, Jada Curry, Gary Grasso, Nina Idemudia, Paul Hoefert, John Noak, Richard Reinbold, John Roberson, Nancy Rotering, Anne Sheahan, Joanna Ruiz, Carolyn Schofield and Matthew Walsh

Non-Voting: Kouros Mohammadian

Absent (NV): Leanne Redden

Noting a physical quorum of the Board, Chair Bennett reported a request was received from Paul Hoefert to attend the meeting virtually in compliance with the Open Meetings Act. A vote is needed to approve his virtual attendance.

A motion was made by Member Carolyn Schofield, seconded by Member Jada Curry, to allow remote participation by Paul Hoefert. The motion carried by the following vote:

Aye: Gerald Bennett, Frank Beal, Matthew Brolley, Jada Curry, Gary Grasso, Richard Reinbold, John Roberson, Nancy Rotering, Anne Sheahan, Joanna Ruiz and Carolyn Schofield

Non-Voting: Kouros Mohammadian

Not Present: Nina Idemudia, Paul Hoefert, John Noak and Matthew Walsh

Absent (NV): Leanne Redden

Chair Bennett remarked that Member Paul Hoefert is present and able to participate in today's meeting.

Staff present: Laurent Ahiablame, Erin Aleman, Bill Barnes, Nora Beck, Michal Brown, John Carpenter, Patrick Day, Jane Grover, Craig Heither, Jaemi Jackson, Natalie Kuriata, Aimee Lee, Tony Manno, Stephane Phifer, Jennie Vana, Blanca Vela-Schneider, Laura Wilkison, Claire Williams

Others present: **Garland Armstrong**, Greg Bedalov, Shae Burnham, Chris Chadez, David Clay, Eric Czarnota, Drew Duffin, Colin Fleming, Jackie Forbes, Neil James, Kendra Johnson, George Kandathil, Mike Klemens, Gretchen Klock, Brian Larsen, Jill Leary, Heidi Lichtenberg, Brittany Matyas, Beth McClusky, John Naughton-Valdes, Nicole Nutter, Kevin O'Malley, Matt Pasquini, Lidia Pileky, Jada Porter, Leslie Rauer, Steve Schilke, Kyle Schultz, Joe Surdam, Vicky Smith, Justine Sydello, Sonali Tandon, Daniel Thomas, Rocco Zuccherro

2.0 Agenda Changes and Announcements

Chair Bennett requested a moment of silence in honor of the victims of the 9/11 attacks.

Chair Bennett welcomed new Board Members Jada Curry representing Cook County and Joanna Ruiz representing the City of Chicago.

2.01 Executive director's report

[24-352](#)

Attachments: [Executive director report](#)

Erin Aleman, Executive Director, welcomed new Members Jada Curry and Joanna Ruiz to the CMAP Board.

Recent staff engagements included a panel discussion on the Community Alliance for Regional Equity (CARE) program at the US Department of Transportation's workshop on public engagement, a meeting with the National Renewal Energy Laboratory in Golden, Colorado to participate in the Clean Energy to Communities Summit, and meeting with FHWA staff to talk about safety and understand how metropolitan planning organizations can integrate a safe system approach into their core planning functions and work.

(Member Matt Walsh arrived at 9:42 a.m.)

Executive Director Aleman reported the household travel survey, also known as My Daily Travel, will begin in the fall. The survey helps CMAP understand how local roads, highways, public transit, bike lands, and sidewalks are being used and how travel can be improved. It was noted the survey is by invitation only.

Executive Director Aleman provided updates to the Safe Travel for All program, community data snapshots, and the biennial municipal survey.

(Members Nina Idemudia and John Roberson arrived at 9:47 a.m.)

Executive Director Aleman remarked on the state's Senate Transportation Committee hearings and two grant workshops hosted by the federal delegation. She reported on a handbook that was created as a resource for Board and MPO members, the upcoming joint Board and MPO Policy Committee on Wednesday, October 9, the hiring of Claire Williams as Deputy Executive Director of People and Operations, and the promotion of Laura Wilkison to Deputy Executive Director of Strategic Advancement.

The executive director's report was received and filed.

CONSENT AGENDA (Agenda items 3.01 and 4.01)**3.0 Approval of Minutes****Approval of the Group Vote**

A motion was made by Board Member Nancy Rotering, seconded by Board Member Paul Hoefert, to approve agenda items 3.01 and 4.01 under the Consent Agenda. The motion carried by the following vote:

Aye: Gerald Bennett, Frank Beal, Matthew Brolley, Jada Curry, Gary Grasso, Nina Idemudia, Paul Hoefert, John Noak, Richard Reinbold, John Roberson, Nancy Rotering, Anne Sheahan, Joanna Ruiz, Carolyn Schofield and Matthew Walsh

Non-Voting: Kouros Mohammadian

Absent (NV): Leanne Redden

3.01 Minutes from June 12, 2024[24-351](#)

Attachments: [06.12.24 Minutes - Draft](#)

Agenda items 3.01 and 4.01 were approved under the Consent Agenda.

4.0 Procurements and Contract Approvals**4.01 Intergovernmental agreement for Cook County Assessor Data - Tax Year 2023**[24-350](#)

Attachments: [Memo - CCAO justification](#)
[Intergovernmental Agreement with Cook County](#)
[Resolution with Cook County Assessors Office for GIS data](#)
[Exhibit A - Statement of Purpose](#)

Agenda items 3.01 and 4.01 were approved under the Consent Agenda.

REGULAR AGENDA**5.0 Items for Approval****5.01 Nomination of CMAP Officers**[24-353](#)

Attachments: [Memo - nomination of officers](#)

Erin Aleman, Executive Director, reported that she met with Board members Matt Walsh representing Cook County, Nancy Rotering representing the collar counties, and Frank Beal representing the City of Chicago, to discuss the nomination of CMAP Officers for the Board and members of the Executive Committee. The group recommended to maintain the existing slate of officers as follows:

Chair Gerald Bennett, Mayor - Suburban Cook County
Vice Chair Carolyn Schofield - Collar Counties
Vice Chair Anne Sheahan - City of Chicago
Member At-Large Richard Reinbold, President - Suburban Cook County
Member At-Large John Roberson - City of Chicago
Member At-Large John Noak, Mayor - Collar Counties

A motion was made by Member Paul Hoefert, seconded by Member Nancy Rotering, to approve the nomination of CMAP Officers as presented. The motion carried by the following vote:

Aye: Gerald Bennett, Frank Beal, Matthew Brolley, Jada Curry, Gary Grasso, Nina Idemudia, Paul Hoefert, John Noak, Richard Reinbold, John Roberson, Nancy Rotering, Anne Sheahan, Joanna Ruiz, Carolyn Schofield and Matthew Walsh

Absent (NV): Kouros Mohammadian and Leanne Redden

5.02 Authorization to enter into a contract with CDM Smith as a result of RFP 306 for a Corridor Development Office for the I-290 Blue Line Corridor Program for a term up to 36 months, with two, one-year renewal options in an amount not to exceed \$11,000,000

[24-333](#)

Attachments: [Memo - RFP 306 justification](#)
[Attachment 1 Evaluation Criteria - RFP 306](#)
[Attachment 2 Evaluation Ranking- RFP 306](#)

Erin Aleman, Executive Director, and Aimee Lee, Research, Analysis, and Programming Deputy, provided a presentation of the I-290 Blue Line Corridor Program. The CTA Forest Park Blue Line is operating at a 70 percent slow zone order and stations on that branch are inaccessible to customers with disabilities. The I-290 corridor is one of the most congested expressways in the country, is unsafe to travel, and needs modernization due to aging pavement and bridges. There is a lack of access to pedestrian and bicycle amenities.

The ON TO 2050 Plan, CMAP's long-range plan, identified the I-290 Eisenhower reconstruction, managed lanes, and CTA Forest Park Blue Line reconstruction as constrained regionally significant projects (RSP). The I-290 Blue Line Corridor project has gained consensus as the highest priority for the region given the many benefits available to improve mobility, accessibility and quality of life for motorists, transit riders, residents and corridor communities.

A brief video was provided on the existing conditions of the corridor and the opportunity to improve the corridor.

(Dr. Kouros Mohammadian arrived at 10:00 a.m.)

Deputy Lee provided a history of the project that brought consensus from IDOT, CTA, and CMAP to advance a unified corridor vision. The I-290 Blue Line Corridor Development Office project provides a way for the agencies to work together in a holistic way to improve this thoroughfare. The project will help inform, support, and prioritize collective decision-making.

Four proposals were received, and staff recommends that this contract be awarded to CDM Smith. Discussion ensued regarding CTA's financial ability to participate in this project.

A motion was made by Member Gary Grasso, seconded by Member Richard Reinbold, to enter into a contract with CDM Smith for a corridor development office for the I290 Blue Line Corridor Program for a term up to 36 months with two, one-year renewal options in an amount not to exceed \$11,000,000. The motion carried by the following roll call vote:

Aye: Gerald Bennett, Frank Beal, Matthew Brolley, Jada Curry, Gary Grasso, Nina Idemudia, Paul Hoefert, John Noak, Richard Reinbold, John Roberson, Nancy Rotering, Anne Sheahan, Joanna Ruiz, Carolyn Schofield and Matthew Walsh

Non-Voting: Kouros Mohammadian

Absent (NV): Leanne Redden

6.0 Executive Session

The request to go into Executive Session was withdrawn.

6.01 Executive session to review closed session minutes pursuant to 5 ILCS 120/2 (c)(21)

[24-356](#)

The Board did not enter into Executive Session.

6.02 Action on the recommendation by counsel and staff regarding closed session minutes and the destruction of closed session recordings older than 18 months[24-357](#)

A motion was made by Member John Noak, seconded by Member Gary Grasso, to authorize the destruction of the June 9, 2021 closed session recording and the release of the May 14, 2014, June 14, 2014, September 10, 2014, November 12, 2014, January 14, 2015, March 11, 2015, May 13, 2015, November 18, 2020, and June 9, 2021 closed session minutes. Motion carried by the following vote:

Aye: Gerald Bennett, Frank Beal, Matthew Brolley, Jada Curry, Gary Grasso, Nina Idemudia, Paul Hoefert, John Noak, Richard Reinbold, John Roberson, Nancy Rotering, Anne Sheahan, Joanna Ruiz, Carolyn Schofield and Matthew Walsh

Non-Voting: Kouros Mohammadian

Absent (NV): Leanne Redden

7.0 Information Items**7.01 Greater Chicagoland Economic Partnership update**[24-362](#)

Attachments: [Memo - GCEP update](#)

Tony Manno, Principal Planner, reported that one of the principles of the ON TO 2050 Plan is that the regional economy will grow if we create opportunity for all. Staff created a framework to guide its regional economy work over the next five years that includes expanding site and corridor planning technical assistance, continuing to work on industry clusters, and fostering regional collaboration. CMAP has been working with the Greater Chicagoland Economic Partnership (GCEP) on a long-term economic strategy for the region.

Greg Bedalov, the president and CEO of Choose DuPage and chair of the GCEP, and Kyle Schultz and Chris Chaidez, World Business Chicago, provided a presentation of GCEP's efforts during the last two years and a look ahead of the work to come.

During the last 18 months, GCEP has hosted 35 international businesses throughout Chicagoland through the SelectChi 2024. GCEP was recognized for 11 consecutive years of top metro area in the United States according to Site Selection Magazine. A progress snapshot showed that there were 85 invites shared with GCEP partners, 150 research requests for information completed by the Research Center, 11 completed regional innovation and venture events, 57 regional project leads shared with GCEP partners, and 102 known Pro-Chicagoland regional decisions.

Discussion ensued regarding utilizing universities to retain upcoming talent, how GCEP integrates transportation with land use, the need to coordinate with local planners on housing in addition to land use, working with residents to ensure that proposed developments are wanted and getting underserved residents the capital they need to grow or create their local business.

(Member Walsh left the meeting at 10:42 a.m.)

An update on the Greater Chicagoland Economic Partnership was presented.

7.02 Presentation of CMAP Board by-laws update pursuant to changes passed in Public Act 103-0986[24-365](#)

Attachments: [Memo - Updated CMAP Board by-laws](#)
[Public Act 103-0986](#)
[Updated CMAP Board by-laws](#)

Erin Aleman, Executive Director, presented modifications to the CMAP Board's by-laws. These modifications update language to reflect legislative amendments to the Regional Planning Act that take effect on January 1, 2025. Staff will seek formal consideration of the amendments at the Board's November 13, 2024 Board meeting.

Updates to the CMAP Board by-laws were discussed.

7.03 State legislative update

[24-361](#)

Attachments: [Memo - Legislative Update](#)

John Carpenter, Intergovernmental Affairs Director, reported on Public Act 103-0986 that goes into effect on January 1, 2025. The act amends the voting requirement for operational items to a simple majority. During the summer, staff has been meeting with legislators across the region to discuss topics including transportation, climate, water, and housing. Staff has been monitoring Senate hearings on Transportation.

A legislative update was presented.

8.0 Other Business

There was no other business before the Board.

9.0 Public Comment

Garland Armstrong, former Illinois resident, expressed concern regarding the pending closure of the Chicago Greyhound Bus station. He requested agencies do more to support intercity travel to ensure residents with low-income have access to bus service travel.

10.0 Next Meeting

The next meeting is a joint meeting with the MPO Policy Committee and is scheduled for October 9, 2024

The next meeting is a joint meeting with the MPO Policy Committee and is scheduled for October 9, 2024. The meeting will be held in the Marquee Room on the 2nd floor of the Old Post Office.

11.0 Adjournment

A motion was made by Member Nancy Rotering, seconded by Member Anne Sheahan, to adjourn the meeting of the Board. The motion carried by the following vote:

Aye: Gerald Bennett, Frank Beal, Matthew Brolley, Jada Curry, Gary Grasso, Nina Idemudia, Paul Hoefert, John Noak, Richard Reinbold, John Roberson, Nancy Rotering, Anne Sheahan, Joanna Ruiz and Carolyn Schofield

Non-Voting: Kouros Mohammadian

Not Present: Matthew Walsh

Absent (NV): Leanne Redden

The meeting was adjourned at 11:07 a.m.

Minutes prepared by Blanca Vela-Schneider



MEMORANDUM

To: CMAP Board

From: Bill Barnes, Deputy of Regional Plan Implementation

Date: September 26, 2024

Subject: Authorization to amend contract C24-0066 with Energy + Environmental Economics, Inc. for Comprehensive Climate Action Plan Technical Assistance for an additional amount of \$71,000 for a total not to exceed amount of \$511,000

Action Requested: CMAP Board Approval

Purpose

Chicago Metropolitan Agency for Planning is seeking to amend its existing contract with Energy + Environmental Economics, Inc. to facilitate the distribution of community engagement stipends and complete the project as scoped.

Background

On May 1, 2024, the Chicago Metropolitan Agency for Planning entered into a contract with Energy + Environmental Economics, Inc. also known as E3 (contract number C24-0066). The board authorized a term for up to 24-months with three, one-year optional renewals in an amount not to exceed \$440,000.

Community engagement is a critical component of this planning process, and CMAP has convened an Equity Working Group to engage Low Income and Disadvantaged Communities (LIDAC) to support these efforts. To properly compensate the LIDAC representatives, CMAP has secured additional funding from the MacArthur Foundation and the C2C grant to serve as community engagement stipends. To ensure the equitable and efficient distribution of these funds, CMAP seeks to engage the E3 team in the funds' administration and distribution. Doing so is within the scope of the existing contract but would require an increase in the not-to-exceed amount to accommodate the stipends themselves and related administrative costs. Therefore, staff requests an additional authorization in the amount of \$71,000 to achieve this.

Request

Authorization to amend contract C24-0066 with Energy + Environmental Economics, Inc. for the additional amount of \$71,000 for a total not to exceed amount of \$511,000.



MEMORANDUM

To: CMAP Board

From: Bill Barns, Deputy of Regional Plan Implementation

Date: September 26, 2024

Subject: Authorization to amend contract C23-0029 with ICF Incorporated, LLC for Resilience Improvement Program for the additional amount of \$50,285 for a total not to exceed amount of \$885,000

Action Requested: CMAP Board Approval

Purpose

Chicago Metropolitan Agency for Planning is seeking an to amend its existing contract with ICF Incorporated, LLC to facilitate completion of the project as scoped to meet the United States Department of Transportation's (UDSOT's) minimum requirements for a resilience improvement plan.

Background

On January 27, 2023, Chicago Metropolitan Agency for Planning entered to a contract with ICF Incorporated, LLC identified as contract number C23-0029. The authorized term for said contract was up to 36-months for an amount not to exceed \$834,715.

To develop the plan, the ICF team created a flood inundation model to identify areas at higher risk of being impacted by climate change. Initial model runs identified insufficiencies in the data used to calculate elevations of the ground and structures. In order to generate the most accurate predictions of flooding impacts on regional transportation infrastructure, it is necessary to rerun the model using more up-to-date elevation data. The requested increase would facilitate modeling activity that is covered by the existing project scope. However, additional authorization in the amount of \$50,285 is required to leverage the most up to date data.

Request

Authorization to amend contract C23-0029 with ICF Incorporated, LLC for the additional amount of \$50,285 for a total not to exceed amount of \$885,000.



MEMORANDUM

To: CMAP Board

From: Michael Brown, Interim Deputy of Planning

Date: September 28, 2024

Subject: Authorization to amend contract C24-0047 with SRF Consulting Group, Inc. for Northwest Cook Transit Coordination Study for an additional amount of \$29,725.21 for a total not to exceed amount of \$222,100

Action Requested: Approval

Purpose

Chicago Metropolitan Agency for Planning is seeking an to amend its existing contract with SRF Consulting Group, Inc. to facilitate additional engagement work.

Background

On July 21, 2023, Chicago Metropolitan Agency for Planning entered to a contract with SRF Consulting Group, Inc. identified as contract number C24-0047. The term for said contract was up to 24-months with three, one-year optional renewals for an amount not to exceed \$192,374.79.

As the project team has continued work on the Northwest Cook County Transit Coordination Study, we have had the opportunity to assess feedback from the project partners on work related to Task 5 Key Recommendations and Task 6 Business Plan. Partner organizations requested additional engagement, and requested peer benchmarking beyond what was provided in the Existing Conditions and Market Analysis to support findings. To ensure “buy-in” among project partners and the successful implementation of the business plan, we propose a series of additional meetings and presentations to work in a collaborative manner with key project partners. However, additional authorization in the amount of approximately \$29,725.21 is required to achieve this.

Request

Authorization to amend contract C24-0047 with SRF Consulting Group, Inc. Authorization to amend contract C24-0047 with SRF Consulting Group, Inc. for Northwest Cook Transit Coordination Study for an additional amount of \$29,725.21 for a total not to exceed amount of \$222,100.



Chicago Metropolitan Agency for Planning

Agenda Item 5.01

433 West Van Buren Street
Suite 450
Chicago, IL 60607

312-454-0400
cmap.illinois.gov

MEMORANDUM

To: MPO Policy Committee

From: Erin Aleman, Executive Director

Date: September 24, 2024

Subject: MPO Policy Committee 2025 meeting dates

Action Requested: MPO Policy Committee Approval

The MPO Policy Committee is proposed to meet on the following dates in 2025:

- Thursday, January 9, 2025 – 9:30 a.m.
- Thursday, March 13, 2025 – 9:30 a.m.
- Thursday, June 12, 2025 – 9:30 a.m.
- Wednesday, October 8, 2025 – 9:30 a.m. (joint meeting with the CMAP Board)

Request

Staff requests the MPO Policy Committee's approval for its 2025 committee meeting dates.



MEMORANDUM

To: MPO Policy Committee

From: MPO Policy Nominating Subcommittee members

Date: September 24, 2024

Subject: Nomination of the Office of Vice Chair of the MPO Policy Committee

Action Requested: MPO Policy Committee Approval

Per the MPO Policy Committee By-Laws, “each year during June, after notice to the membership in the call and agenda of a particular meeting, the Chair shall appoint a subcommittee of five members of the MPO Policy Committee to nominate at a meeting in October, the name or names of candidates for election to the office of Vice Chair of the MPO Policy Committee for the following year.”

Past practice has been that the Vice Chair serves two consecutive terms. In 2022, the nominating committee recommended Jennifer “Sis” Killen, superintendent of Cook County’s Department of Transportation and Highways (CDOT), serve as vice chair for 2023 and again the nominating committee appointed Ms. Killen for 2024. We want to thank Ms. Killen for her years of service and her many contributions through this committee and across the region.

The MPO Policy Nominating Subcommittee met on Friday, September 13, 2024 to review the name(s) of candidates for the Office of Vice-Chair of the MPO Policy Committee. The subcommittee took a vote and present the following candidate for the MPO Policy Committee’s consideration:

Vice-Chair nominee Cassaundra Rouse, Executive Director – Illinois Tollway

The nominating group voted to recommend this individual to represent as the Vice Chair of the MPO Policy Committee.

Request

The nomination for vice-chair is provided for the MPO Policy Committee’s consideration.



MEMORANDUM

To: CMAP Board and MPO Policy Committee

From: CMAP Staff

Date: September 25, 2024

Subject: Memorandum of Understanding between the CMAP Board and the MPO Policy Committee

Action Requested: CMAP Board and MPO Policy Committee Approval

This memo provides an overview of the purpose of the Memorandum of Understanding (MOU) between the Chicago Metropolitan Agency for Planning (CMAP) Board and the Metropolitan Planning Organization (MPO) Policy Committee (Policy Committee). The MOU requires it be reviewed and reaffirmed periodically.

When CMAP was created in 2005, the intent was to bring together land use and transportation planning. To codify this goal, the agency developed a Memorandum of Understanding (MOU)) that sets forth a process for collaboration and coordination between CMAP as the state-designated comprehensive regional planning agency and the Policy Committee serving as the federally designated MPO for northeastern Illinois.

In the spirit of the creation of CMAP, the MOU recognizes the desirability and absolute necessity of the region's planning for land use and transportation to remain integrated in an open and collaborative process in which socioeconomic and environmental objectives are appropriately considered. The renewal of the MOU is an opportunity for both bodies to affirm their intent to continue and strengthen the cooperative and productive relationship, which currently exists.

The MOU embodies the agreed upon framework used by the region to connect its land use to the transportation system, preserve its environment and sustain its economic prosperity. Both the CMAP Board and the MPO Policy Committee must be responsive to the region's residents, working cooperatively with municipalities and counties that maintain authority for local land use decisions.

The agreement covers the metropolitan planning area as defined by the U.S. Department of Transportation planning regulations and the region defined by the Regional Planning Act. The region includes the counties of Cook, DuPage, Kane, Kendall, Lake, McHenry and Will. The metropolitan planning area includes the region and Aux Sable township in Grundy County and Sandwich and Somonauk townships in DeKalb County. The agreement covers the working

relationship between the two boards, whose responsibilities are defined in the Regional Planning Act and federal legislation.

Request

At this time, no changes are being recommended. Staff requests the CMAP Board and MPO Policy Committee approve and reaffirm the MOU as presented.

**Memorandum of Understanding
Between the Chicago Metropolitan Agency for Planning
and the MPO Policy Committee
Encompassing Transportation Planning and Programming in
Northeastern Illinois**

This agreement is entered into by the Chicago Metropolitan Agency for Planning (CMAP) as the state-designated comprehensive regional planning agency and the Policy Committee serving as the federally designated metropolitan planning organization (MPO Policy Committee) for northeastern Illinois.

The Chicago Metropolitan Agency for Planning and the region's MPO Policy Committee recognize the desirability and absolute necessity of the region's planning for land use and transportation to remain integrated in an open and collaborative process in which socioeconomic and environmental objectives are appropriately considered. Furthermore, the entities affirm their intent to continue and strengthen the cooperative and productive relationship, which currently exists between them.

The two bodies wish to provide a framework that will help our region connect its land use to the transportation system, preserve its environment and sustain its economic prosperity. Both the CMAP Board and the MPO Policy Committee must be responsive to the region's residents, working cooperatively with municipalities and counties that maintain authority for local land-use decisions.

INTENT

The CMAP Board and the MPO Policy Committee, by adopting this agreement, recognize the necessity to coordinate and integrate the region's planning for land use and transportation in an open and collaborative process.

The agreement covers the metropolitan planning area as defined by the U.S. Department of Transportation planning regulations and the region defined by the Regional Planning Act. The region includes the counties of Cook, DuPage, Kane, Kendall, Lake, McHenry and Will. The metropolitan planning area includes the region and Aux Sable township in Grundy County and Sandwich and Somonauk townships in DeKalb County. The agreement covers the working relationship between the two boards, whose responsibilities are defined in the Regional Planning Act and federal legislation.

OVERALL RESPONSIBILITIES

CMAP – as stated in the Regional Planning Act, the Board shall be responsible for developing and adopting a funding and implementation strategy for an integrated land use and transportation planning process for the northeastern Illinois region. CMAP is also responsible for the development of an integrated comprehensive regional plan.

MPO Policy Committee – as stated in federal legislation, the metropolitan planning organization, in cooperation with the state and public transportation operators, shall develop

long-range transportation plans and transportation improvement programs for the metropolitan area.

COMMITTEE REPORTING

CMAP has established a four-level committee structure: governing, advisory, coordinating, and working. At the governing level, the CMAP Board and the MPO Policy Committee will review staff and committee work to ensure that consistency and consensus are achieved.

The Citizens' Advisory Committee (CAC), the Council of Mayors, and a committee made up of county officials will together comprise the advisory level. The Council of Mayors will continue to consider and assist in making recommendations on transportation funding allocations that fall within the MPO Policy Committee's responsibilities, and also serve as a municipal advisory body to the CMAP board.

The coordinating level will provide an opportunity for CMAP Board members and working committee members to provide input on CMAP staff work products, recommendations, and policy proposals. The CMAP Board may change the number and structure of committees at the coordinating level depending on the agency's needs.

Working committees will provide input on CMAP staff work products, recommendations, and policy proposals.

The Transportation Committee for CMAP will serve as a working committee for both the CMAP Board and the MPO Policy Committee. Per the MPO Policy Committee by-laws, unless otherwise directed, the Transportation Committee will consider recommendations and policy decisions prior to MPO Policy Committee action. The MPO Policy Committee and the CMAP Board will jointly determine the structure and member organizations of the Transportation Committee. The MPO Policy Committee will appoint the chair and vice-chair of the Transportation Committee.

The MPO Policy Committee will establish such committees and task forces as it may deem necessary to effectively carry out the region's transportation planning and programming activities.

STAFF SUPPORT

It is the intent of both the CMAP Board and the MPO Policy Committee that the staff of CMAP be responsible for the region's work program that addresses planning for both transportation and land use in northeastern Illinois. The Executive Director of CMAP will ensure that adequate staff support is provided to carry out the transportation planning and programming activities as described in the annual Unified Work Program (UWP) and approved by the CMAP Board and the MPO Policy Committee. CMAP staff will support the MPO Policy Committee to ensure that the MPO Policy Committee is fully and meaningfully involved in the development of at least those matters designated by federal law as within the MPO's purview.

FINANCIAL SUPPORT

The CMAP Board and the MPO Policy Committee recognize the need for CMAP to have a diversified, sustainable match for its federal transportation funds, and they acknowledge the

necessity for CMAP to charge dues to transportation agencies and local governments in the region. The CMAP Board will adopt a dues schedule each year as part of its budget, and also indicate other potential sources of revenue to help match transportation funds and support non-UWP eligible work that aligns with CMAP's statutory responsibilities and its mission.

CROSS COMMITTEE MEMBERSHIP

Recognizing the need for effective communication, the Regional Planning Act established a non-voting position for the MPO Policy Committee on the CMAP board. To ensure communication between the CMAP Board and the MPO Policy Committee, the MPO Policy Committee will add two designated members from the CMAP Board to its Committee.

APPROVAL PROCESS

Federal regulations require the MPO to approve various plans, programs and related documents. CMAP staff will develop such plans, programs and related documents utilizing the committee structure established by the CMAP Board and the MPO Policy Committee. Recommendations made by the Transportation Committee will be forwarded to the MPO Policy Committee and a coordinating committee as appropriate. Recommendations from these committees will be forwarded to the CMAP Board, which will also receive input from the Citizens' Advisory Committee, a county officials committee, and the Council of Mayors, as relevant and appropriate. The CMAP Board will then forward its recommendation with comments to the MPO Policy Committee, which will act upon that recommendation. The MPO Policy Committee will take final action as required by federal law.

The CMAP Board and the MPO Policy Committee recognize the need to meet certain federal requirements within established timeframes. Both boards commit to taking action in a timely fashion such that deadlines will not be jeopardized.

TERM

This Memorandum of Understanding will be reviewed periodically but no less than every four years. The current version of the MOU remains in effect until a new version is approved by both the CMAP Board and the MPO Policy Committee.

Adopted March 14, 2007
Reaffirmed March 12, 2009 and March 11, 2010
Revised and affirmed March 10, 2011
Reaffirmed March 8, 2012, March 14, 2013, and March 13, 2014
Revised and affirmed March 11, 2015
Revised and affirmed October 11, 2017
Revised and affirmed June 13, and June 19, 2019
Reaffirmed _____



MEMORANDUM

To: CMAP Board and MPO Policy Committee

From: CMAP Staff

Date: September 30, 2024

Subject: CMAQ Program Mid-Point Performance Plan

Action Requested: Information

The accompanying 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 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 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)/Infrastructure Investment and Jobs Act (IIJA) performance-based planning and programming requirements and are consistent with the target setting approaches of Illinois and Indiana.

Request:
This update is being provided for informational purposes.



Chicago Metropolitan
Agency for Planning

CMAQ 2nd Performance Period Mid-Point Performance Plan

October 2024

CMAQ Mid-Point Performance Plan

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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 1st Performance Period with the adoption of ON TO 2050¹. 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 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)/Infrastructure Investment and Jobs Act (IIJA) 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.

¹ <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)² 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)

² Regional Integrated Transportation Information System www.ritis.org

Total Emissions Reduction

Applicable criteria pollutants for the CMAP non-attainment area include ozone and particulate matter 10 microns (PM₁₀) as reported in Environmental Protection Agency's Green Book.³ Primary precursors for ozone are volatile organic compounds (VOC) and nitrogen oxides (NO_x). For particulate matter 2.5 microns (PM_{2.5}) 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_{2.5} 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. 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 PM₁₀. 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 _x)	1,271.470
Particulate Matter (PM _{2.5})	47.555
Particulate Matter (PM ₁₀)	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.

³ <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.⁴

Table 4. New PHED Performance Targets for 2nd Performance Period

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

As shown in Table 4 above, PHED has remained low since it decreased significantly in the Chicago urbanized area starting in 2020. While CMAP analyzes candidate projects for their potential to impact PHED, the magnitude of this decrease ultimately stems from shifting travel patterns from the COVID-19 pandemic.

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.

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.⁵

⁴ www.cmap.illinois.gov/2050/appendices

⁵ www.cmap.illinois.gov/2050/appendices

Table 5. New Non-SOV Travel Performance Targets for 2nd Performance Period

Baseline	2-year Target (2023)	2-year Progress Assessment	4-year Target (2025)
30.6% (2016)	32.4%	36.3%	32.7% ⁶

As shown in Table 5, the Non-SOV travel percentage is trending in the right direction at 4% above the established target. As with the PHED measure, CMAQ's ability to impact Non-SOV to this magnitude is limited, and this significant change stems from changing travel patterns, such as the shift to remote work, that resulted from the COVID-19 pandemic.

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 2nd 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.⁷

Table 6. New Total Emissions Reduction Performance Targets for 2nd 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 (NO _x)	1,271.470	1102.103	702.612	2204.206
Particulate Matter (PM _{2.5})	47.555	42.332	0	84.664
Particulate Matter (PM ₁₀)	0.000	0.000	0	0.000

As shown in Table 6, the 2-year progress fell short of the estimated emissions reduction 2-year targets for projects with initial obligations over the past two years. VOC emissions were 27 kilograms per day below the 2-year target and NO_x emissions were 399.5 kilograms per day

⁶ In the 2022 CMAQ Performance Plan the 4-year target was incorrectly listed as 32.9% for Non-SOV Travel. On To 2050 Update plan correctly listed the approved target of 32.7% on page 21 of the [System Performance Report Appendix](#).

⁷ www.cmap.illinois.gov/2050/appendices

below the 2-year target. This can be attributed to the way in which the targets were set and the fact that some of the larger impact projects did not obligate funds during the last two years. Diesel specific projects are major source for NO_x emissions and as shown in Table 7 in the next section there were no obligations for Alternative Fuels and Vehicles plus Advance Technologies projects. CMAP anticipates that obligations over the next two years will include diesel specific projects that will a positive impact on NO_x emissions.

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 _x	PM _{2.5}		
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
Total	182.361	702.613	0		

Entering the final two years of the 2nd Performance Period, Table 8 below shows the anticipated benefits that can be expected from CMAQ programmed projects that are scheduled to obligate funds in 2024 and 2025. These programmed projects will leave the region short of meeting the 4-year targets for both VOC and NO_x. Efforts are underway to advance additional programmed CMAQ projects to achieve additional benefits.



Table 8. Anticipated Benefits of CMAQ Programmed Projects for the final two years of the 2nd Performance Period (2024 & 2025)

Project Category	2024 and 2025 Anticipated Total Emissions Reduction (kg/day)			PHED Benefit	Non-SOV Travel Benefit
	VOC	NOx	PM _{2.5}		
Alternative Fuels and Vehicles + Advance Diesel Technologies	44.140	599.050	23.360	No	No
Bicycle and Pedestrian Facilities and Programs	0.798	0.616	0	No	Yes
Congestion Reduction and Traffic Flow Improvements	90.827	102.647	0	Yes	No
Transit Improvements	6.237	3.499	0	No	Yes
Travel Demand Management	0	0	0	Yes	No
Total	142.002	705.812	23.360		



Appendix A: Background and Overview

The Moving Ahead for Progress in the 21st Century Act (MAP-21),⁸ 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),⁹ signed into law on December 4, 2015, and the Infrastructure Investment and Jobs Act (IIJA)¹⁰, signed into law on November 15, 2021, 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.¹¹

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.¹² 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 9.

Table 9. Performance Measures for the CMAQ Program

Measure	Description
Traffic Congestion	PHED: Annual hours of peak hour excessive delay (PHED) per capita
	Non-SOV: Percent of non-single occupancy vehicle (SOV) travel
On-Road Mobile Source Emissions	Total Emissions Reduction: 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 https://www.gpo.gov/fdsys/pkg/FR-2017-01-18/pdf/2017-00681.pdf	

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

⁸ Pub. L. 112-141

⁹ Pub. L. 114-94

¹⁰ Pub. L. 117-58

¹¹ 23 U.S.C. 134, 135, and 150

¹² 23 U.S.C. 150(c)(5)



mileage and has a population over 1 million people.¹³ The on-road mobile source emissions performance measure is the total emissions reduction measure. The total emissions reduction measure is the estimated emission reductions, for all CMAQ funded projects, of particulate matter (PM₁₀) and volatile organic compounds (VOC) and oxides of nitrogen (NO_x) because these are the applicable criteria pollutants and precursors for which the Chicago area is designated nonattainment or maintenance.¹⁴

The target reporting deadline for all measures for the 1st performance period is October 1, 2018, and October 1, 2024, for the 2nd performance period.¹⁵ 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.¹⁶ 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.

¹³ 23 CFR 490.703

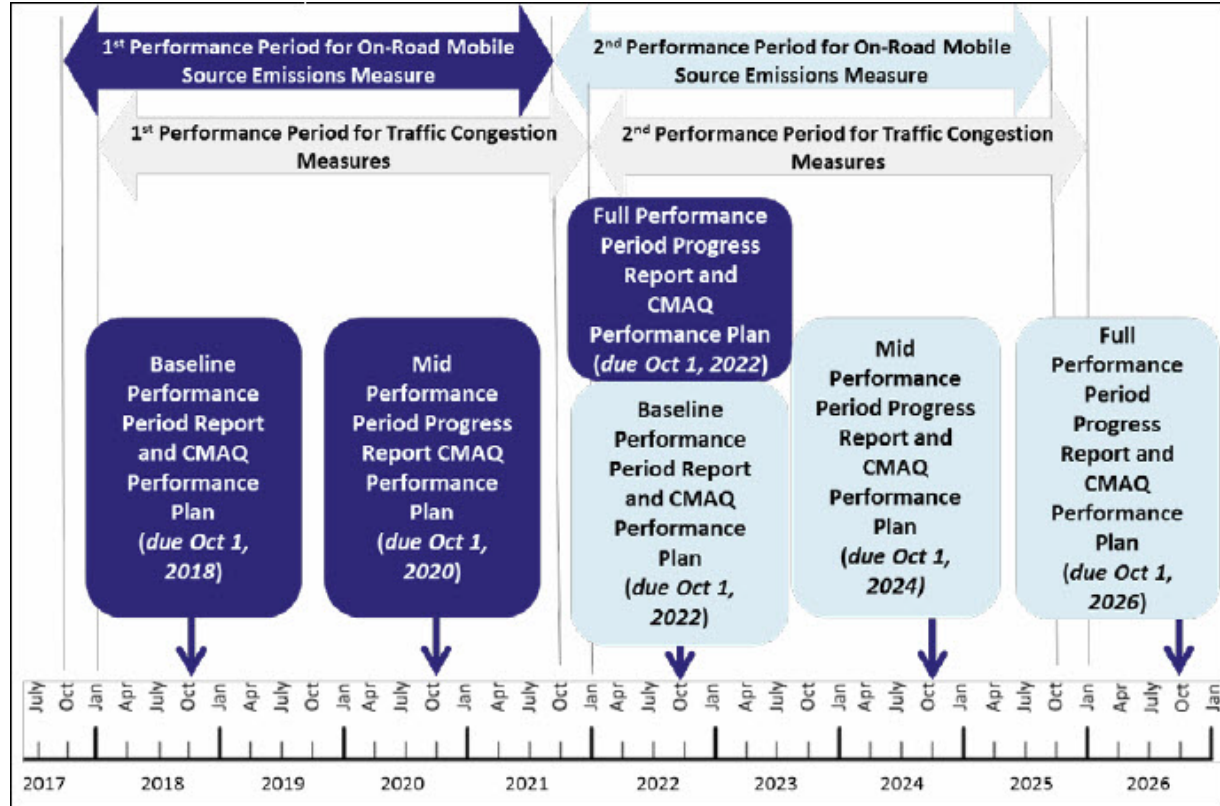
¹⁴ 23 CFR 490.807

¹⁵ 23 CFR 490.107(b)(1)(i)

¹⁶ 23 CFR 490.107(c)(3)



Figure 1. Performance Periods for CMAQ Measures and Reporting Timeline



Source: FHWA CMAQ Performance Plan Guidebook for MPOs

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.¹⁷ The data sets used to calculate the PHED were processed by CMAP staff and the RITIS¹⁸ MAP-21 PHED tool.

¹⁷ 23 CFR 490.103(e) and 23 CFR 490.105(f)(5)(iii)(B)

¹⁸ Regional Integrated Transportation Information System www.ritis.org



Table 10. 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 follow the method described in "MAP-21 Proposed Measures for Congestion, Reliability, and Freight: Step-by-Step Calculations Procedures" (https://www.apta.com/gap/fedreg/Documents/MAP-21_Proposed_Measures_for_Congestion,_Reliability,_and_Freight.pdf)
Annual Vehicle Classification for Buses, Trucks, and Cars	NPMRDS via HPMS.
Annual Vehicle Occupancy for Buses, Trucks, and Cars	Values recommended by FHWA. https://www.fhwa.dot.gov/tpm/guidance/avo_factors.pdf
Speed Limits	Illinois Highway Information System (IHIS)



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 11. 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.¹⁹ 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 12. 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 https://fhwaapps.fhwa.dot.gov/cmaq_pub/

¹⁹ 23 CFR 490.809(a)



MEMORANDUM

To: CMAP Board and MPO Policy Committee

From: CMAP Staff

Date: September 25, 2024

Subject: Regional Transportation Plan update

Action Requested: Information and discussion

CMAP will provide an update to the CMAP Board and the MPO Policy Committee on the development of the Regional Transportation Plan (RTP). During the joint meeting, the RTP team will outline the progress to date and explain how the RTP connects with other planning efforts at CMAP. Following this brief update, staff will also present information about the financial planning process for the RTP.

Financial Plan for Transportation: overview of federal requirements

Federal law requires that metropolitan planning organizations include a financial plan that shows how the transportation plan will be implemented. The financial plan, as a standalone component of the RTP, must be fiscally constrained, meaning the plan must demonstrate that enough resources are available to support the transportation system as envisioned in the long-range plan. This will require the estimation of the costs of operating, maintaining, and expanding the multimodal transportation system, and identifying expected revenue sources over the planning period (2027-2050).

Financial Plan approach

To meet federal requirements, CMAP must assess the costs and revenue needed to operate, maintain, and expand the region's transportation system from 2027 to 2050. This process will ensure that the RTP's transportation goals, strategies, and projects are financially realistic and sustainable. It will also allow for the identification of trends and policies that may affect future funding, as well as address any funding gaps and/or strategies to secure additional funds to ensure the region's desired transportation outcomes.

The key components of the financial planning process will include:

- **Forecasting revenues and expenditures:** Staff will conduct long-term forecasting for revenue and expenditures, considering current trends, policies, and other factors. Similar to past plans, staff will perform financial analysis and policy research to create these forecasts.
- **Allocating expenditures:** The financial plan will provide a framework to prioritize transportation investments into different categories including the administration, operation, maintenance, improvement, and expansion of the transportation system. These categories will help assess regional funding priorities and investment strategies.
- **Exploring financial scenarios:** It's anticipated that baseline revenues will not be enough to cover the cost of expenditures identified in the RTP. To address this fiscal constraint, staff will explore different financial scenarios, examining emerging trends, identifying potential new revenue sources, and considering strategies to increase investment.

Next steps

In the coming months, staff will begin drafting financial forecasts for the RTP. This will include identifying data inputs, confirming forecasting methods, and establishing a resource group. This resource group, composed of financial planning experts from partner transportation agencies, will help review assumptions and guide the financial planning process. CMAP staff will continue to update the CMAP Board and MPO Policy Committee throughout the process.

Request

This update is for informational and discussion purposes.



MEMORANDUM

To: CMAP Board and MPO Policy Committee

From: CMAP Staff

Date: September 25, 2024

Subject: Update on the Comprehensive Climate Action Plan for the greater Chicago area

Action Requested: Information and Discussion

CMAP seeks to update the CMAP Board and MPO Policy Committee on the development of the Comprehensive Climate Action Plan for the greater Chicago area. Since the last update in the spring, CMAP has finalized the greenhouse gas (GHG) inventory, initiated stakeholder engagement and research, and selected a tool to quantify GHG emission reductions. CMAP seeks to inform the CMAP Board and MPO Policy Committee on the progress to date and engage in a discussion about opportunities, challenges, and priorities for the CMAP region within this larger planning geography.

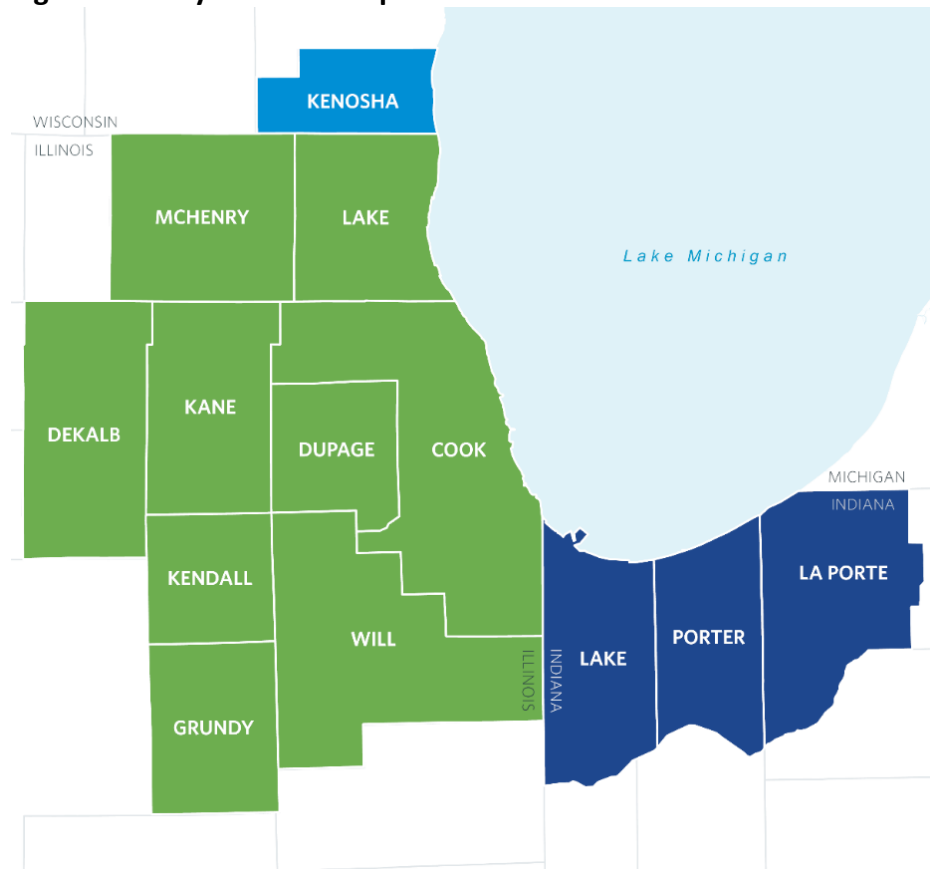
Project overview

CMAP has partnered with the Metropolitan Mayors Caucus (MMC) and Northwestern Indiana Regional Planning Commission (NIRPC) to update and expand existing regional climate mitigation plans to address GHG emissions and establish reduction measures throughout the greater Chicago region, including parts of Illinois, Indiana, and Wisconsin. The plan is supported by a Climate Pollution Reduction Grant, a U.S. Environmental Protection Agency (USEPA) initiative to provide funding to states and metropolitan statistical areas to develop and implement plans to reduce GHG emissions. This national program has enlisted 46 states and 82 metropolitan areas to develop climate action plans and has funded \$4.6 billion in projects to support emissions reduction, including a \$430 million grant to the state of Illinois.

CMAP is currently leading the development of one of the key deliverables -- a comprehensive climate action plan (CCAP), with assistance from MMC to assess workforce needs and NIRPC to engage northwest Indiana stakeholders. CMAP and partners worked to confirm participation throughout the 14-county metropolitan statistical area and recognized the need to change the

geography to fully include the NIRPC planning area. As a result, the final study area for the plan is composed of 13 counties – nine counties in Illinois, three in Indiana, and one in Wisconsin (Figure 1).

Figure 1. Study area for the plan

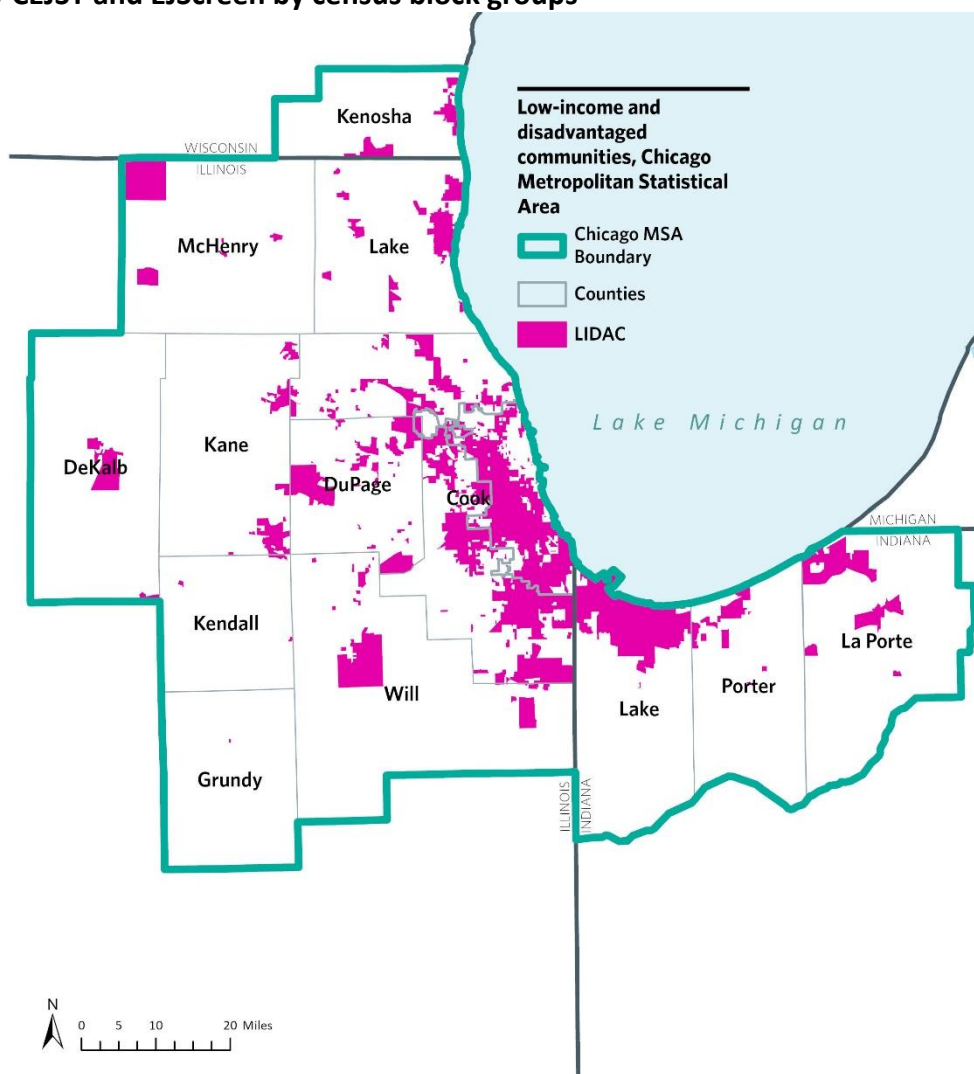


Source: CMAP, 2024.

To meet the USEPA requirements, the plan must engage a broad array of stakeholders, estimate the effectiveness of potential reduction measures, and lay out a strategy to address all significant GHG sources, sinks, and sectors. The goal of the plan is to identify the reduction measures needed in the greater Chicago region to help the nation achieve the national goals of 50-52 percent below 2005 levels by 2030 and net-zero emissions no later than 2050. Per grant requirements, the plan will identify GHG reduction targets and establish targets for each sector. It will also assess the benefits that could be achieved through the reduction of criteria air pollutants as well as co-benefits to low income and disadvantaged communities that are marginalized, underserved, and overburdened by pollution (Figure 2).

Given that the study area does not coincide with a single governmental jurisdiction, the plan will not be formally adopted and will instead serve as a framework to inform planning efforts at the MPO and local government levels as well as needed action from the federal and state levels. Following CCAP completion and submission to USEPA by December 1, 2025, CMAP staff will work with the CMAP Board, MPO Policy Committee and working committees to learn from the process, identify beneficial paths forward, and confirm implementation priorities for the CMAP region.

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



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

Stakeholder engagement

CMAP has launched an engagement plan to leverage the expertise from different organizations to identify reduction measures that are effective, achievable, and equitable and build momentum to implement the plan. This includes a steering committee composed of regional implementers, subject matter experts, and leaders from low income and disadvantaged communities across the 13-county planning area. The steering committee held its first meeting on June 11, 2024, and will provide overall guidance on plan development and implementation. Carolyn Schofield represents the CMAP Board on steering committee.

Supporting the steering committee’s work are four working groups. Three of the working groups are focused on the largest emission sectors – buildings, transportation, and industry – and one working group is focused on ensuring equity is integrated in the planning process and reduction measures. The working groups will assist by reviewing and proposing strategies,

goals, and targets and sharing data and resources. The three sector working groups held their first meetings in July; the equity working group met in September.

CMAP is engaging additional groups in the planning process, including CMAP and NIRPC public bodies and committees convened by MMC. The project team will continue to coordinate and collaborate with the States of Illinois, Indiana, and Wisconsin to minimize redundancies in outreach and maximize consistency in the analysis and conclusions of the respective plans. A full list of participating organizations can be found at the end of this memo.

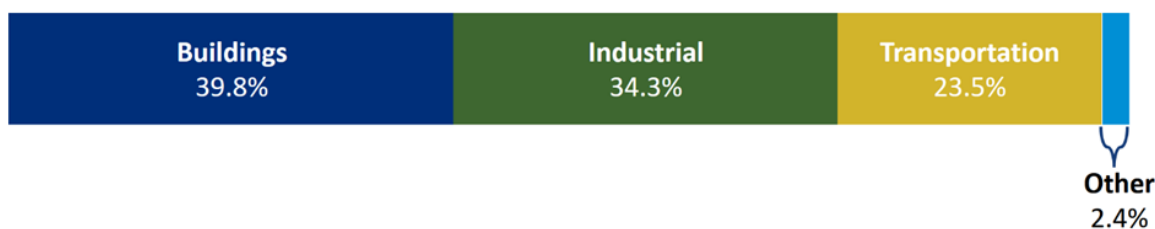
To date, the engagement process has revealed that stakeholders recognize the need to reduce emissions, and many are already engaged in critical implementation steps. Some key findings include:

- A commitment to pursue the national goal of net-zero emissions by 2050.
- A desire to attract new funding to the region for decarbonization efforts, prioritize transit and mode shift, build political support for renewable energy.
- The ability of the region to become a national leader in electrification and alternative fuels and clean industry practices.
- The importance of job creation and ensuring a just transition for impacted workers.
- The need to overcome several obstacles including funding, technological challenges, capacity, misinformation, and lack of political/public support, awareness, and urgency around the issue of climate change.

Greenhouse gas inventory

Identifying and quantifying GHG emissions sources and sinks is critical to the planning process. The 2020 Greenhouse Gas Inventoryⁱ covers emissions across 13 counties and from seven sectors: transportation, residential, commercial and institutional buildings, industry, energy generation, agriculture, waste, and water. In 2020, the 13 counties produced approximately 166 million metric tons of carbon dioxide equivalent (MMT CO₂e) of GHG emissions (Figure 3). The inventory also estimates carbon dioxide equivalent (CO₂e) removed due to carbon sequestration of trees, forestlands, and wetlands within the region. Carbon sequestration is estimated to reduce emissions by 2.74 MMT CO₂e annually.

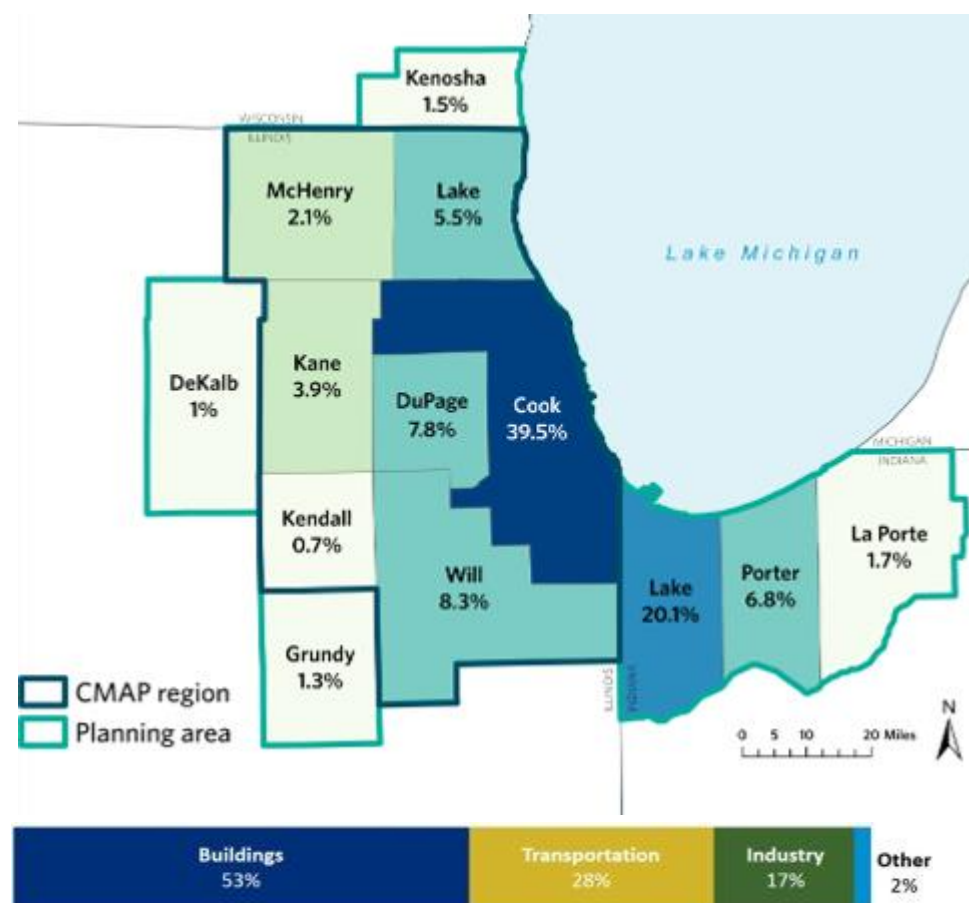
Figure 3. Greenhouse gas emissions in the greater Chicago area by sector, 2020



Source: CMAP, 2024.

CMAP's jurisdiction produced approximately 68 percent of the total emissions in the inventory (Figure 4). More building and transportation emissions are generated in the CMAP region whereas northwest Indiana produces more industrial emissions.

Figure 4. Focus on CMAP's portion of the GHG inventory for the greater Chicago area, 2020.



Reduction measures

To reach the national emission reduction goals, an array of reduction measures will be needed across all sectors. Regardless of the sector, the measures generally fall into three main approaches:

1. **Avoid or use less energy.** Increasing energy efficiency can be done using a variety of approaches. For example, in the building space, it could mean improvements to the building envelope to reduce heating loss. In the transportation space, it could include practices to move trips to lower energy forms, such as taking transit, walking and biking.
2. **Use low carbon solutions.** This approach focuses on shifting the energy source to lower carbon emitting sources. This includes renewable energy, low carbon fuels, and electrification. Switching from on-site combustion to electricity is more efficient and reduces greenhouse gas emissions. For example, gasoline-powered vehicles waste about 80 percent of their energy due to various inefficiencies, while electric vehicles only lose 11 percent of their energy.ⁱⁱ
3. **Sequester emissions.** Natural lands and assets along with technological approaches can be used to remove greenhouse gas emissions from sources that are particularly hard to eliminate via the above approaches.

There are synergies between these approaches. The transition to using electricity for more activities will increase the demand on our electric grid. ComEd is currently anticipating that the demand could increase by 2 or 2.5 times to support the electrification of the transportation, industrial, and building sectors, even with a reliance on low-carbon fuels like hydrogen and biofuels.ⁱⁱⁱ However, this demand can be reduced by avoiding or using less energy.

Request

Staff will engage the board in a discussion about the strategies being considered.

Participating organizations

- Access Living
- BOMA Chicago
- Brown Faces Green Places
- Calumet Collaborative
- Chicago Environmental Justice Network
- Citizens Utility Board
- City of Aurora
- City of Chicago Department of Buildings
- City of Chicago Department of Environment
- City of Chicago Department of Transportation
- City of Gary
- City of Kenosha
- City of Rolling Meadows
- Civic Committee of the Commercial Club
- Clean Power Lake County
- Climate Jobs Illinois
- ComEd
- Cook County Bureau of Economic Development
- Cook County Department of Environment and Sustainability
- Cook County Department of Transportation and Highways
- Chicago Transit Authority
- Current
- Discovery Partners Institute
- Drive Clean Indiana
- DuPage County Environment and Sustainability
- DuPage County Division of Transportation
- Earth Charter Indiana
- ECOLAB
- Elevate
- Elevated Chicago
- Faith in Place
- Farmworker and Landscaper Advocacy Project
- Gary Public Transit Corporation
- IFF
- Illinois Green Alliance
- Illinois C-PACE
- Illinois Department of Transportation
- Illinois Environmental Council
- Illinois Housing Development Authority
- Illinois International Port District
- Illinois Manufacturing Excellence Center
- Illinois Tollway
- Kane County
- Lake County, IN
- Lake County, IL Division of Transportation
- Little Village Environmental Justice Organization
- Loyola University
- MacArthur Foundation
- McHenry County Division of Transportation
- Metra
- Metropolitan Mayors Caucus
- Metropolitan Planning Council
- Northwest Indiana Forum
- Northwestern Indiana Regional Planning Commission
- P33
- Pace Suburban Bus
- Regional Transportation Authority
- Respiratory Health Association
- Southeast Environmental Task Force
- Steel Manufacturing Simulation and Visualization Consortium
- UIC Public Health
- Urban Land Institute
- USEPA Region 5
- Will County
- World Business Chicago

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

ⁱⁱ Karen Kirk, “Electric vehicles use half the energy of gas-powered vehicles,” Yale Climate Connections, January 2024, <https://yaleclimateconnections.org/2024/01/electric-vehicles-use-half-the-energy-of-gas-powered-vehicles/>

ⁱⁱⁱ Energy & Environmental Economics, Inc. “Illinois Decarbonization Study: Climate and Equitable Jobs Act and Net Zero by 2050,” December 2022, Prepared for Commonwealth Edison (ComEd), <https://www.ethree.com/wp-content/uploads/2022/12/E3-Commonwealth-Edison-Decarbonization-Strategy-Report.-December-2022-1.pdf>



MEMORANDUM

To: CMAP Board and MPO Policy Committee

From: CMAP Staff

Date: September 25, 2024

Subject: Regional Safe Streets for All (SS4A) Grant Program update

Action Requested: Information

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.

CMAP and Will County staff will provide an update on the overall progress, provide information on engagement activities, review the important foundation of the need for this work, and hear about the end goal of supporting our communities in the implementation of projects that will help to eliminate roadway fatalities and serious injuries.

Request

This update is for informational purposes.



Chicago Metropolitan Agency for Planning

433 West Van Buren Street
Suite 450
Chicago, IL 60607
312-454-0400
cmap.illinois.gov

MEMORANDUM

TO: CMAP Board

FROM: Stephane Phifer, Interim Finance Deputy

Date: October 1, 2024

Subject: September, 2024 Executive Committee report on grants and procurements

Action Requested: Information

A monthly update of activity relating to grants, contracts and procurements for review and information.

Grant Applications

The following is a running list of grant applications filed during fiscal year to date and pending grant applications from prior fiscal year.

Grantor	Purpose	Amount	Fiscal Year(s)	Status
Applied: August 2024				
Illinois Department of Natural Resources (IDNR)	Regional Water Supply Planning	\$250,000	FY2025 – FY2026	Pending
Applied: July 2024				
The John D. and Catherine T. MacArthur Foundation	General operations support	\$300,000	FY2025 – FY2028	Awarded
Applied: October 2023				
Housing and Urban Development Department Pathways to Removing Obstacles to Housing (PRO Housing)	Housing Readiness: Pathways to Removing Obstacles to Housing in Northeastern Illinois	\$10,000,000	FY2024 – FY2030	Not awarded

Intergovernmental and Grant Agreements

The following is a running list of intergovernmental and grant agreements executed during the fiscal year to date.

Agreement No.	Partner	Purpose
September 2024		
A25-0009-SUBO	Lake County Division of Transportation	Lake County Council of Mayors (LCCOM) UWP Unified Work Program - MPO Activities
A25-0010-SUBO	McHenry County Division of Transportation	McHenry County Council of Mayors (MCCOM) UWP Unified Work Program - MPO Activities
A25-0038-TA	Village of Addison	Intergovernmental Agreement City of Addison Pavement Management Plan
A25-0039-TA	Village of Bannockburn	Intergovernmental Agreement City of Bannockburn Pavement Management Plan
A25-0040-TA	Village of Fox Lake	Intergovernmental Agreement City of Fox Lake Pavement Management Plan
A25-0044-TA	City of Richton Park	Intergovernmental Agreement City of Richton Park Pavement Management Plan
A25-0046-TA	City of Wood Dale	Intergovernmental Agreement City of Wood Dale Pavement Management Plan
August 2024		
None.		
July 2024		
A23-0902-GA_PL_A1	Illinois Department of Transportation	Americans with Disabilities Act (ADA) Program, grant agreement amendment
A25-0001-SUBO	West Central Municipal Conference WCMC	Cook Central Council of Mayors/West Central Municipal Conference (WCMC) UWP Unified Work Program - MPO Activities
A25-0003-SUBO	Northwest Municipal Conference NWMC	Cook North Shore Council of Mayors/Northwest Municipal Conference (NWMC) UWP Unified Work Program - MPO Activities
A25-0004-SUBO	Northwest Municipal Conference NWMC	Cook Northwest Council of Mayors/Northwest Municipal Conference (NWMC) UWP Unified Work Program - MPO Activities
A25-0005-SUBO	South Suburban Mayors and Managers Association SSMMA	Cook South Council of Mayors/South Suburban Mayors and Managers Association (SSMMA) UWP Unified Work Program - MPO Activities
A25-0006-SUBO	Southwest Conference of Mayors (Village of Bedford Park)	Cook Southwest Council of Mayors / Southwest Conference of Mayors (SCM) UWP Unified Work Program - MPO Activities
A25-0007-SUBO	DuPage Mayors and Managers Conference DMMC	DuPage Council of Mayors/DuPage Mayors and Managers Conference (DMMC) UWP Unified Work Program - MPO Activities
A25-0008-SUBO	Kane County Division of Transportation	Kane/Kendall Council of Mayors (KKCOM) UWP Unified Work Program - MPO Activities

A25-0011-SUBO	Will County Governmental League WCGL	Will Council of Mayors/Will County Governmental League (WCGL) UWP Unified Work Program - MPO Activities
A25-0012-SUBO	Chicago Transit Authority CTA	CTA Chicago Transit Authority UWP Unified Work Program - MPO Activities
A25-0013-SUBO	Metra	Metra UWP Unified Work Program - MPO Activities
A25-0014-SUBO	Pace	Pace UWP Unified Work Program - MPO Activities
A25-0015-SUBO	City of Chicago Department of Transportation CDOT	City of Chicago UWP Unified Work Program - MPO Activities
A25-0053-GA_MAC	John D. and Catherine T. MacArthur Foundation	MacArthur Foundation, grant agreement
A25-0860-GA_UWP	Illinois Department of Transportation	FY25 UPW, Operation grant agreement
A25-0866-GA_UWP	Illinois Department of Transportation	FY25 UPW, Competitive grant agreement

Contracts and other agreements

The following is a running list of contracts, contract amendments, and other agreements executed during the fiscal year to date.

Contract No.	Action	Purpose	Vendor	Approval
September 2024				
C24-0037_A1-PAO_A	PAO task order	Accessible Engagement Training	MUSE Community + Design, LLC	Executive Director
C24-0089	Purchase contract	Berwyn-Riverside Railroad Grade Crossing Study (RFQ 290)	Jacobs Engineering Group, Inc	Board L24-138
C24-0083	Purchase contract	Interpretation and Translation Services (RFP 301)	Multilingual Connections	Board L24-259
C23-0036_A01	Amendment	Speed Data Project: Processing Connected Vehicle Data and Crash Characteristics (RFP 280)	StreetLight Data, Inc.	Executive Director
C25-0020	Purchase contract	Corridor Development Office for the I-290-Blue Line Corridor Program (RFP 306)	CDM Smith Inc.	Board L24-333
August 2024				
C24-0066_A1	Amendment	Comprehensive Climate Action Plan Technical Assistance (RFP 297)	Energy + Environmental Economics, Inc. (E3)	Executive Director
July 2024				

A24-0091-PA	Purchase agreement	Community Engagement for the Bronzeville GoHub	Equiticity	Executive Director
C24-0039-A03-PAO_C	PAO task order	Greater Ashburn Safety Action Plan	Sam Schwartz Consulting, LLC	Board L23-256
C24-0074-A01-PAO_A	PAO task order	Chicago Heights PROW ADA Transition Plan	Kimley-Horn and Associates Inc	Board L24-055
C24-0076-A01-PAO_A	PAO task order	Berwyn PROW ADA Transition Plan	Oates & Associates	Board L24-055
C24-0076-A02-PAO_B	PAO task order	La Grange Park PROW ADA Transition Plan	Oates & Associates	Board L24-055
C24-0076-A03-PAO_C	PAO task order	Lemont PROW ADA Transition Plan	Oates & Associates	Board L24-055
C24-0077-A01-PAO_A	PAO task order	Hillside PROW ADA Transition Plan	Vitruvian Planning LLC - Christopher James Danley & Brenda Christine Danley	Board L24-055
C24-0077-A02-PAO_B	PAO task order	Lincolnwood PROW ADA Transition Plan	Vitruvian Planning LLC - Christopher James Danley & Brenda Christine Danley	Board L24-055
C24-0077-A03-PAO_C	PAO task order	Roselle PROW ADA Transition Plan	Vitruvian Planning LLC - Christopher James Danley & Brenda Christine Danley	Board L24-055
C24-0084	Purchase contract	Accounting services (RFP 303)	CliftonLarsonAllen LLP - CLA	Board L24-260
C24-0088	Purchase contract	Pavement Management Plans for Local Agencies (RFP 307)	AECOM Technical Services, Inc.	Board L24-262

Note: The CMAP bylaws provide authority to the executive director to enter into contractual commitments where compensation does not exceed \$50,000 and execute amendments as authorized by the Board.

End Report



MEMORANDUM

To: CMAP Board and MPO Policy Committee

From: CMAP Intergovernmental Affairs Staff

Date: September 25, 2024

Subject: State legislative update

Action Requested: Information

Legislative updates

The Illinois General Assembly remains adjourned until the veto session, which is scheduled for 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 updates 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.

Senate transit subject matter hearings

The Senate Transportation Committee has completed five 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 September 25, 2024):

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 29th, Speaker Welch announced the formation of a House working group designed to evaluate and make recommendations on how to improve public transit in Illinois. The working group is 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. Yolonda Morris
- Rep. Marty Moylan

CMAAP is providing the working group with analysis and resources developed throughout the PART process to help guide decision making.

2025 – 2026 Advocacy Agenda

CMAAP is currently in the process of updating our 2025-2026 Advocacy Agenda and will present a draft for discussion at the November meeting. CMAAP’s advocacy agenda is developed every two years through the lens of ON TO 2050 and our strategic direction to ensure we are building on and advancing the region’s goals outlined in these documents. The advocacy agenda is used to inform policymakers and elected officials with concrete and tangible actions in the focus areas of transportation, climate, and regional economic competitiveness.

Request

This update is for informational purposes.