



## TRANSPORTATION COMMITTEE

### AGENDA - FINAL-REVISED

Friday, September 16, 2022

9:30 AM

Please register in advance of the meeting at:  
<https://attendee.gotowebinar.com/register/3526262852302064910>

To participate by phone,  
call (631) 992-3221 with access code 521-732-278

**1.0 Call to Order and Introductions**

**2.0 Agenda Changes and Announcements**

**2.01 Requests for Agenda Changes** [22-421](#)

**2.02 Executive Director's Announcements** [22-420](#)

ACTION REQUESTED: Information

**3.0 Approval of Minutes**

**3.01 Draft Meeting Minutes - July 29, 2022** [22-417](#)

ACTION REQUESTED: Approval

**Attachments:** [TC\(DraftMinutes\)07-29-2022](#)  
[TC\(PublicComment-Largent\)7-29-22](#)

**4.0 New Business****4.01 FFY 2019-2024 Transportation Improvement Program (TIP) Amendments and Administrative Modifications**[22-418](#)

PURPOSE & ACTION: TIP Amendment 22-08 was published to the eTIP web site on September 9, 2022 for committee review and public comment. A memo summarizing formal TIP amendment 22-08 and administrative amendments 22-08.1 and 22-08.2 are included in the meeting materials. Staff requests approval of TIP Amendment 22-08.

ACTION REQUESTED: Approval

**Attachments:**     [TC\(Memo\)TIP Amend22-08](#)  
                              [Formal Amendment 22-08](#)  
                              [Administrative Amendment 22-08.1](#)  
                              [Administrative Amendment 22-08.2](#)

**4.02 FFY 2023-2027 STP Local Programs in the TIP**[22-419](#)

PURPOSE & ACTION: Programming for locally-programmed STP funded projects for all local Councils and the City of Chicago is complete. The programs were subject to 30-day public comment periods from April to August 2022. Staff requests the committee recommend approval to the MPO Policy Committee for the attached amendments to be included in the TIP.

ACTION REQUESTED: Approval

**Attachments:**     [TC\(Memo\)TIP Amend STP-L 23-02series](#)

**4.03 ON TO 2050 Plan Update****[22-416](#)**

PURPOSE & ACTION: The ON TO 2050 Plan Update, ON TO 2050/ FFY 2023-2028 TIP conformity determination, and the FFY 2023-2028 TIP will be presented for consideration and approval.

All three of these documents available for public comment period from June 10 through August 13, including an August 11 public hearing held both online at CMAP's offices. Staff will provide an overview of the ON TO 2050 Plan update and the public comments received during the public comment period and at the public hearing.

The ON TO 2050/TIP conformity analysis and TIP amendment 23-01 include additions, deletions, and changes to Not Exempt or Exempt Tested projects designated as ON TO 2050 Regionally Significant Projects and changes to existing Not Exempt or Exempt Tested projects currently included in the FFY 2019-2024 TIP that are anticipated to be carried forward into the FFY 2023-2028 TIP. The analysis was subject to public comment from June 10 through August 13, 2022, and found that ON TO 2050 and the FFY 2023-2028 TIP meet all applicable requirements for conformity to the State Implementation Plan (SIP) and applicable provisions of the Clean Air Act.

The FFY 2023-2028 TIP was subject to public comment from June 10 through August 13, 2022. Since the release of the draft for public comment, staff has updated links, added additional data that was unavailable at the time of the draft publication, and updated text to reflect the final recommendations of ON TO 2050.

ACTION REQUESTED: Approval

**Attachments:**     [TC\(Memo\)PublicComment](#)  
[TC\(Memo\)Conformity Supplement](#)

**4.04 Safety Action Agenda Update****[22-434](#)**

PURPOSE & ACTION: CMAP staff will provide an update on the Safe Streets for All grant application and be available for discussion on the items presented at the July meeting.

ACTION REQUESTED: Discussion

**Attachments:**     [Safety Update TC 29 July 2022](#)

**5.0 Legislative Updates****5.01 Draft Federal and State Advocacy Agendas****[22-443](#)**

PURPOSE & ACTION: CMAP staff will present the draft agendas for committee discussion.

ACTION REQUESTED: Discussion

**Attachments:**     [2023 Federal Advocacy Agenda DRAFT](#)  
[2023 State Advocacy Agenda DRAFT](#)

**6.0 Other Business**

**7.0 Public Comment**

This is an opportunity for comments from members of the audience. The amount of time available to speak will be at the chair's discretion. It should be noted that the public comment period will begin immediately follow the last item on the agenda.

**8.0 Next Meeting**

The next meeting will be November 18, 2022.

**9.0 Adjournment**



## TRANSPORTATION COMMITTEE

### MEETING MINUTES - DRAFT

Friday, July 29, 2022

9:30 AM

Please register in advance of the meeting at:  
<https://attendee.gotowebinar.com/register/3526262852302064910>

To participate by phone,  
call (631) 992-3221 with access code 521-732-278

#### 1.0 Call to Order and Introductions

Chair Jessica Hector-Hsu called the meeting to order at 9:32 a.m. and reminded the members that the meeting is being recorded. She requested that Kama Dobbs call the roll.

**Present:** Academic Research Representative 1, CDOT Representative, CMAP Representative, CoM Representative, Cook Co Representative, CTA Representative, DuPage Co Representative, IDOT-D1 Representative, IDOT - OIPI Representative, IDOT - OP&P Representative, Kane Co Representative, Kendall Co Representative, Lake Co Representative, McHenry Co Representative, Metra Representative, MPC Representative, NIRPC Representative, Pace Representative, SEWRPC Representative, Tollway Representative, Will Co Representative, and RTA Representative

**Absent:** Academic Research Representative 2, Bike/Ped TF Representative, CNT Representative, IEPA Representative, and FTA Representative

**Non-Voting:** FHWA Representative

Jessica Hector-Hsu (Chair) served as representative to RTA; Joe Schofer served as representative to Academic Research 1; Vig Krishnamurthy served as representative to CDOT; Doug Ferguson served as representative to CMAP; Leon Rockingham served as representative to CoM; Tara Orbon served as representative to Cook Co; Leah Mooney served as representative to CTA; Chris Snyder served as representative to DuPage Co; John Donovan served as representative to FHWA; Steven Schilke served as representative to IDOT D1; Chuck Abraham served as representative to IDOT OIPI; Thomas Kelso served as representative to IDOT OP&P; Jackie Forbes served as representative to Kane Co; Heidi Lichtenberger served as representative to Kendall Co; Mike Klemens served as representative to Lake County; Jon Paul Diipla served as representative to McHenry; Lynnette Ciavarella served as representative to Metra; Audrey Wennink served as representative to MPC; Scott Weber served as representative to NIRPC; Eric Llewellyn served as representative to Pace; Ryan Hoel served as representative to SEWRPC; Rocco Zuccherro served as representative to Tollway; Christina Kupkowski served as representative to Will Co;

**Staff Present:** Erin Aleman, Victoria Barrett, Aaron Brown, Michael Brown, John Carpenter, Michael Collins, Daniel Comeaux, Stephen Di Benedetto, Teri Dixon, Alex Ensign, Jon Haadsma, Noah Harris, Kasia Hart, Craig Heither, Emily Hepworth, Matthew Kolasny, Leroy Kos, Jen Maddux, Alexis McAdams, Amy McEwan, Tim McMahon, Evan Means, Martin Menninger, Jason Navota, Stephane Phifer, Russell Pietrowiak, Katie Piotrowska, Jose Rodriguez, Todd Schmidt, Elizabeth Scott, Mary Weber

**Others Present:** John Adams, Doug Anderson, Garland Armstrong, John Baczek, Sierra Berquist, Leonard Cannata, Kaci Crowley, Eric Czarnota, Eva De Laurentiis, Peter Fahrenwald, Tina Fassett Smith, Malika Hainer, Alex Hanson, Scott Hennings, Kendra Johnson, John Paul Jones, Thomas Kelso, Peter Kersten, Aimee Lee, Brittany Matyas, Daniel Maziarz, Melissa Meyers, Adam Miliszewski, Leslie Phemister, Lidia Pilecky, Jerome Quandt, Elizabeth Rocks, Jeremy Safran, Ethan Saltzberg, Jeffery Schielke, , Brian Stepp, Daniel Thomas, Dave Tomzik, Brian Umbright, Mike Vanderhoof, Freddy Vasquez, Jazmin Vega, Bill Wetzel

## 2.0 Agenda Changes and Announcements

There were no changes to the agenda.

## 3.0 Approval of Minutes

### 3.1 Meeting Minutes from June 3, 2022

[22-294](#)

ACTION REQUESTED: Approval

**Attachments:** [TC \(DraftMinutes\) 06-03-22](#)  
[Openlands Comments TIP 060322](#)

A motion was made by CoM Representative, seconded by CTA Representative, that the minutes from June 3, 2022 be approved. The motion carried by the following vote:

**Aye:** Academic Research Representative 1, CDOT Representative, CMAP Representative, CoM Representative, Cook Co Representative, CTA Representative, DuPage Co Representative, IDOT-D1 Representative, IDOT - OIPI Representative, IDOT - OP&P Representative, Kane Co Representative, Kendall Co Representative, Lake Co Representative, McHenry Co Representative, Metra Representative, MPC Representative, NIRPC Representative, Pace Representative, SEWRPC Representative, Tollway Representative, Will Co Representative, and RTA Representative

**Absent:** Academic Research Representative 2, Bike/Ped TF Representative, CNT Representative, IEPA Representative, and FTA Representative

**Non-Voting:** FHWA Representative

## 4.0 CMAP Board Meeting Updates

**PURPOSE & ACTION:** Staff will provide updates from recent CMAP Board meetings and other agency activities.

Executive Director Erin Aleman, CMAP, gave an update to the committee which included a reminder about the public comment period on the draft ON TO 2050 Update that will run until August 13th after which time staff will respond to comments and update the documents as needed before its final approval by the CMAP Board and MPO Policy Committee in October. Over the last week, the region's implementers met for the second time on the coordination of the Infrastructure Investment and Jobs Act (IIJA) which included building consensus around and the prioritization of the most regionally significant projects for the region and to make sure the region is maximizing its funding opportunities. Conversations are ongoing with regional stakeholders on what subcommittees are needed to help CMAP with its work. The Mobility Recovery steering committee met for the 5th time on July 28th and the committee discussed the financial challenges facing transit. This work will help inform the joint report from CMAP and the RTA on strategies to address the long-term viability of transit that is due to

the State legislature in January 2024. CMAP staff are out talking to our regional partners about a new increase to the local contributions to help match the increase in planning funds from IJJA.

## 5.0 Items for Approval

### 5.1 FFY 2019-2024 Transportation Improvement Program (TIP) Amendments and Administrative Modifications

[22-340](#)

**PURPOSE & ACTION:** TIP Amendment 22-07 was published to the eTIP web site on July 22, 2022 for committee review and public comment. A memo summarizing formal TIP amendment 22-07 and administrative amendments 22-07.1 and 22-07.2 are included in the meeting materials. Staff requests approval of TIP Amendment 22-07.

**ACTION REQUESTED:** Approval

**Attachments:** [TC\(Memo\)TIP Amend22-07](#)  
[Formal Amendment 22-07](#)  
[Administrative Amendment 22-07.1](#)  
[Administrative Amendment 22-07.2](#)

Russell Pietrowiak, CMAP, updated the committee on recent changes in eTIP fund codes and project types added because of IJJA program changes and presented an overview of the formal TIP amendment 22-07 and the administrative amendments 22-07.1 and 22-07.2

Tara Orbon, Cook Co DoTH, asked about where to find a list of the work types and CMAP staff provided a link to the listing on CMAP's website.

Leah Mooney, CTA, asked for clarification on the new bridge projects. Russell Pietrowiak clarified that IJJA created a specific bridge fund source that didn't exist before and so IDOT was swapping out other fund sources.

Audrey Wennink, MPC, inquired about a couple of the road expansion project included in the TIP amendment and what is being done to account for the expect maintenance of the new road miles when according to FHWA's performance management reporting that only 25-40% of Illinois' non-interstate lane miles are in good condition. Steve Schilke, IDOT, responded that District 1 is using a Transportation Asset Management Plan (TAMP) to maintain its roads and to select the most cost effective treatments. District 1 is ahead of the other districts in the state as far as road condition is concerned and is currently using a data driven decision tool that examine issues such as safety and capacity of the roadways and the TAMP is being used for the long-term maintenance.

A motion was made by Cook Co Representative, seconded by Lake Co Representative, that TIP Amendment 22-07 be approved. The motion carried by the following vote:

**Aye:** Academic Research Representative 1, CDOT Representative, CMAP Representative, CoM Representative, Cook Co Representative, CTA Representative, DuPage Co Representative, IDOT-D1 Representative, IDOT - OIPI Representative, IDOT - OP&P Representative, Kane Co Representative, Kendall Co Representative, Lake Co Representative, McHenry Co Representative, Metra Representative, MPC Representative, NIRPC Representative, Pace Representative, SEWRPC Representative, Tollway Representative, Will Co Representative, and RTA Representative

**Absent:** Academic Research Representative 2, Bike/Ped TF Representative, CNT Representative, IEPA Representative, and FTA Representative

**Non-Voting:** FHWA Representative

## 6.0 Information Items

### 6.1 Regional Transit Strategic Plan Update

[22-341](#)

**PURPOSE & ACTION:** The Regional Transportation Authority (RTA) is working with stakeholders to develop the next Regional Transit Strategic Plan. RTA staff will provide an update on the project progress and public comment opportunities coming in summer and fall 2022.

**ACTION REQUESTED:** Information

Peter Kersten, RTA, gave an overview of the work completed to date on the Regional Transit Strategic Plan. Committee members are encouraged to stay engaged as work progresses on the Plan.

### 6.2 CMAP Pavement Management Program

[22-345](#)

**PURPOSE & ACTION:** CMAP has partnered with municipalities throughout the region to promote asset management at the local level through its pavement management program. These pavement management plans support the ON TO 2050 core focus area of prioritize investments through helping agencies move away from a worst first approach and to a more proactive approach to maintaining their pavement assets. Staff will review the program and discuss future actions.

**ACTION REQUESTED:** Discussion

Todd Schmidt, CMAP, updated the committee on work completed under the Pavement Management Plan program. While the federal and state funded program is wrapping up, CMAP will continue to offer PMP services through the Local Technical Assistance program.

### 6.3 Safety Action Agenda Update

[22-305](#)

**PURPOSE & ACTION:** CMAP staff will provide an update on the Safety Action Agenda, CMAP's program to improve regional traffic safety. Topics will include preliminary findings on speed management policy development, recently completed safety planning project overviews, and next steps to address regional traffic safety.

**ACTION REQUESTED:** Discussion

Victoria Barrett, CMAP, updated the committee on the safety work that's been happening over the last year. This included the Safe Streets and Roads for All, IIJA grant program, and expanding the region's safety work plan to align with this opportunity by establishing a Safe and Complete Streets program.

## 7.0 Legislative Updates

Staff will update the committee on relevant legislative activities.

John Carpenter, CMAP, gave a brief timeline for the development of CMAP's state and federal legislative agendas.

## 8.0 Other Business



No other business was brought before the committee.

## **9.0 Public Comment**

This is an opportunity for comments from members of the audience. The amount of time available to speak will be at the chair's discretion. It should be noted that the public comment period will begin immediately follow the last item on the agenda.

A public comment submitted through email in advance of the meeting from Samuel Largent, resident of Chicago, was read into record. The email is attached to the minutes.

Garland Armstrong, a former resident of northeastern Illinois, has concerns with Canadian Pacific-Kansas City Southern merger and its effects on Metra service, the accessibility of the Elmhurst Metra station, the accessibility of bus service in Tinley Park at 159th and Oak Park Ave with a lack of sidewalks, and cooling bus availability at the Disability Pride parade.

## **10.0 Next Meeting**

September 16, 2022 at 9:30 a.m.

## **11.0 Adjournment**

A motion was made by DuPage Co Representative, seconded by Cook Co Representative, that the meeting be adjourned. The motion carried by a voice vote.

The meeting was adjourned at 11:40 a.m.

Respectfully submitted,  
Minutes prepared by Doug Ferguson

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**From:** Samuel Largent <largent.27@icloud.com>

**Sent:** Monday, July 25, 2022 5:44 PM

**To:** Transportation <transportation@cmap.illinois.gov>

**Subject:** Public Comment for July 29, 2022 Transportation Committee Meeting

I'm a tax payer of the city of Chicago. The purple line has been a complete mess for the last few months. It never runs on time and will be almost 30 mins late. It took me over an hour to go from Wilson to central on the purple both in the morning and in the afternoon. It's not that many stops. I will be reaching out to the CTA and my state rep and my city rep and any and all public officials that have budget/oversight over public transportation in the city of Chicago. All I want is for the trains to run on time. I have an a job I do my work, I just think the CTA can do it's job by being on time. Please fix the trains.

Sent from my iPhone

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.



## MEMORANDUM

**To:** CMAP Transportation Committee

**From:** CMAP Staff

**Date:** September 9, 2022

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

**Purpose:** TIP Amendment 22-08 was published to the eTIP web site on September 9, 2022 for committee review and public comment.

**Action Requested:** Approval of TIP Amendment 22-08

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Since the July 29<sup>th</sup> committee meeting, project programmers submitted 40 formal amendments for Transportation Committee consideration. Additionally, 123 administrative amendments were submitted, reviewed, and accepted by staff. Summary information is presented below. A list of projects and report of the full change details for each amendment are available on the Amendments tab of the [eTIP public web page](#). Staff requests committee approval of Formal Amendment 22-08.

### Formal Amendment 22-08

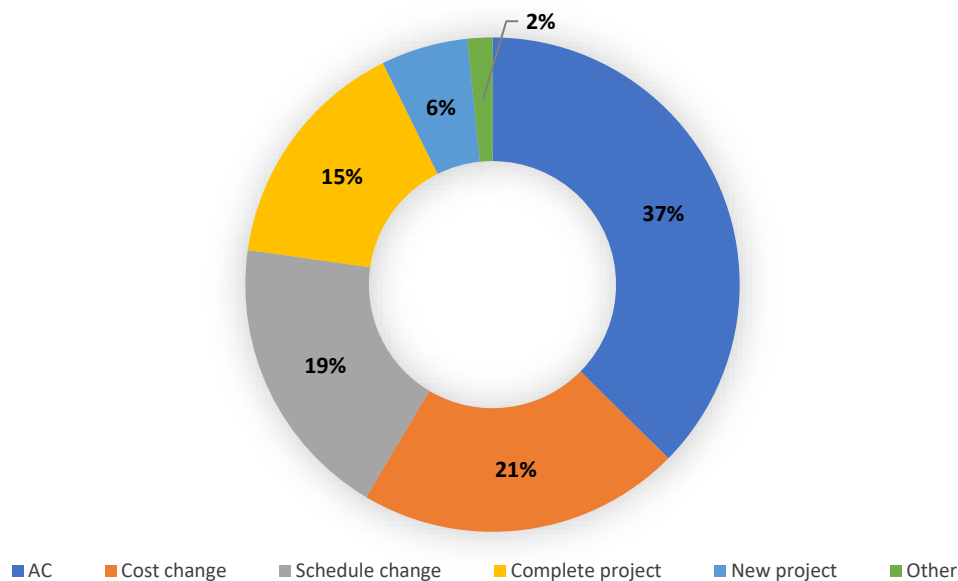
A total of 40 formal amendments were submitted for Transportation Committee approval on amendment [22-08](#). One of these amendments included adding over \$1 billion to the total cost of the Red Line Extension project (01-94-0006). Fourteen (14) other projects experienced cost changes exceeding the formal amendment thresholds, adding \$22.5 million in total cost to the TIP. Eight (8) new projects totaling \$41.2 million, with \$34.4 million in federal participation, were added to the TIP. Cost changes associated with 12 projects adding phases to or removing phases from federal fiscal years 2022 – 2026 added \$7.2 million in total cost to the TIP. Six (6) projects were deleted from the TIP removing \$9.5 million. The overall change in total project cost within all prior, current, and future years due to this amendment is the addition of \$1.1 billion in total cost and an increase of federal participation in projects by \$1 billion. Excluding the changes to the Red Line Extension, \$61.4 million in total cost and \$33.9 million in federal participation was added, as summarized on the next page.

Type of change	# of projects	Change in total cost	Total cost before	Total cost after	Change in federal cost	Federal cost before	Federal cost after
Cost change	14	\$22.5	\$2,402.9	\$2,425.5	\$2.9	\$1,859.6	\$1,862.4
Phase(s) added to or removed from TIP	12	\$7.2	\$3,721.8	\$3,729.0	\$4.0	\$366.0	\$370.1
Delete project	6	-\$9.5	\$9.5	\$0.0	-\$7.4	\$7.4	\$0.0
New Project	8	\$41.2	\$0.0	\$41.2	\$34.4	\$0.0	\$34.4
<b>Grand Total</b>	<b>40</b>	<b>\$61.4</b>	<b>\$6,134.2</b>	<b>\$6,195.7</b>	<b>\$33.9</b>	<b>\$2,232.9</b>	<b>\$2,266.8</b>

#### Administrative Amendments 22-08.1 and 22-08.2

A total of 123 Administrative Amendments were submitted, reviewed, and accepted by staff on amendments [22-08.1](#) and [22-08.2](#). Administrative amendments include new projects that are not federally funded or have all federal funds in future years, conversion of project phases to or from Advance Construction (AC), cost changes that are below CMAP's amendment thresholds, changes to project schedules within the years of the TIP, changes to fund sources, and other miscellaneous changes that do not affect the scope, schedule, or funding of projects in a way that requires committee approval.

22-08.1 & 22-08.2 Administrative Amendments - Type of Change



The majority of administrative changes occurred when project phases were placed into (14 projects) or converted from (32 projects) Advance Construction status. Cost adjustments made with these changes resulted in the removal of \$1.2 million in total cost from the TIP. Twenty-six (26) projects experienced cost changes below the thresholds for formal amendments or in years beyond the current TIP years. These changes resulted in \$61.1 million in total cost and \$44.9 million in federal participation being added to the TIP. Seven (7) new projects added nearly \$95 million in total cost. In total, \$154.8 million total was added to the TIP

administratively, and federal participation increased by \$52.3 million. Nineteen (19) projects were marked as financially complete, and schedule and other updates without any changes to cost were made on another 25 projects. The type of change, number of projects affected, total project cost, and federal project cost information is shown in the table on the following page. Total cost includes all fund sources and all project phases in prior, current, and future years of the TIP. Federal cost includes only federal fund sources for all project phases in prior, current, and future years of the TIP.

Type of change	# of projects	Change in total cost	Total cost before	Total cost after	Change in federal cost	Federal cost before	Federal cost after
Phase(s) converted from AC status	32	-\$4.1	\$402.1	\$397.9	-\$3.8	\$283.2	\$279.3
Phase(s) placed in AC status	14	\$3.0	\$1,026.5	\$1,029.5	\$0.0	\$789.2	\$789.2
Cost change	26	\$61.1	\$1,099.0	\$1,160.1	\$44.9	\$611.6	\$656.5
New project	7	\$94.9	\$0.0	\$94.9	\$12.9	\$0.0	\$12.9
Schedule change	23	\$0.0	\$346.0	\$346.0	-\$1.7	\$235.4	\$233.8
Complete project	19	\$0.0	\$66.0	\$66.0	\$0.0	\$51.6	\$51.6
Other	2	\$0.0	\$51.1	\$51.1	\$0.0	\$27.3	\$27.3
Grand Total	123	\$154.8	\$2,990.8	\$3,145.6	\$52.3	\$1,998.2	\$2,050.5



## MEMORANDUM

**To:** CMAP Transportation Committee

**From:** CMAP Staff

**Date:** September 9, 2022

**Subject:** FFY 2023 – 2027 Local STP programs

**Purpose:** Programming for locally-programmed STP funded projects for all local Councils and the City of Chicago is complete. The programs were subject to 30-day public comment periods from April to August 2022.

**Action Requested:** Recommend approval of TIP Amendments 23-02.1 through 23-02.12 to the MPO Policy Committee

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On October 11, 2017, the CMAP Board and MPO Policy Committee approved the execution of a Memorandum of Agreement between the City of Chicago and the CMAP Council of Mayors regarding the distribution and active program management of locally programmed Surface Transportation Block Grant (STP) funds under the Fixing America's Surface Transportation Act (FAST Act). The Infrastructure Investment and Jobs Act (IIJA), signed into law by President Biden in November 2021, continued STP funding while expanding existing grant programs and adding new grants. In response to the increase in funding, CMAP staff developed updated programming marks for FFY 2023-27, following the process laid out in the region's STP agreement.

From January through March of 2022 the subregional councils of mayors and City of Chicago issued individual calls for projects to be funded in federal fiscal years (FFYs) 2023 through 2027. Project applications were scored and ranked according to each subregion's methodology, which consider both subregional priorities and regional planning factors that uphold the core principles of ON TO 2050, and proposed programs were developed according to the region's Active Program Management policies. Each of the proposed programs was subject to public comment for at least 30 days.

Regionwide, over 115 municipalities applied for funding from the councils, requesting approximately \$670 million in federal funds for nearly 400 projects. The City of Chicago (CDOT) considered 43 projects requesting over \$976 million. The final council and CDOT programs allocate approximately \$471 million in STP funds over the next five federal fiscal years for 216 projects, in addition to projects continuing from the FFY 2021 to 2025 programs. These investments will fund nearly 160 road and bridge maintenance and modernization projects, 17

bicycle and pedestrian projects, 13 intersection and interchange improvements, and 1 rail-highway grade separation, as well as safety, signal systems, transit stations, and transportation enhancements.

Detailed project descriptions and proposed funding for these projects have been incorporated into a series of twelve TIP Amendments:

<a href="#">23-02.1</a>	City of Chicago
<a href="#">23-02.2</a>	North Shore Council of Mayors
<a href="#">23-02.3</a>	Northwest Council of Mayors
<a href="#">23-02.4</a>	North Central Council of Mayors
<a href="#">23-02.5</a>	Central Council of Mayors
<a href="#">23-02.6</a>	Southwest Council of Mayors
<a href="#">23-02.7</a>	South Council of Mayors
<a href="#">23-02.8</a>	DuPage Council of Mayors
<a href="#">23-02.9</a>	Kane/Kendall Council of Mayors
<a href="#">23-02.10</a>	Lake Council of Mayors
<a href="#">23-02.11</a>	McHenry Council of Mayors
<a href="#">23-02.12</a>	Will Council of Mayors

Certain projects which may impact the region's air quality conformity determination must undergo analysis before being included in the TIP, however these projects have been included in the amendments as illustrative projects with no funding beyond preliminary engineering included with the TIP years. The descriptions for these projects include notes regarding the target funding years for the illustrative phases. Following MPO Policy Committee approval, staff will take the necessary steps to incorporate these illustrative projects into the region's next conformity determination. In addition, due to the timing of the scheduled MPO approval of these amendments relative to the start of the new federal fiscal year on October 1, changes to projects that are currently in the conformed FFY 2022 – 2026 TIP have been entered into these amendments as separate new projects, containing only the funding to be added to the existing projects. The titles of these projects include the TIP ID of the project that they will be added to following MPO approval. Finally, projects that are currently conformed in the FFY 2022 – 2026 TIP that are continuing in the FFY 2023 – 2027 STP – Local programs were not included in the above amendments. Those projects are:

<a href="#">03-09-0073</a>	<a href="#">06-00-0042</a>	<a href="#">06-03-0005</a>	<a href="#">06-04-0008</a>	<a href="#">06-20-0028</a>
<a href="#">07-96-0013</a>	<a href="#">09-15-0019</a>	<a href="#">10-18-0005</a>	<a href="#">12-20-0021</a>	<a href="#">12-20-0026</a>

Staff requests that the Transportation Committee recommend approval of these amendments to the MPO Policy Committee. Following MPO approval, CMAP will seek Illinois Department of Transportation (IDOT) approval of the use of Transportation Development Credits – Highways (TDCH) for the projects proposing their use. The programs of projects represented by these amendments will also be forwarded to IDOT for inclusion in the Statewide Transportation Improvement Program (STIP) and Multi-Year Improvement Program (MYP).



## MEMORANDUM

**To:** Transportation Committee

**From:** CMAP Staff

**Date:** September 7, 2022

**Subject:** ON TO 2050 Plan Update public comment summary

**Purpose:** The ON TO 2050 Plan Update, ON TO 2050/ FFY 2023-2028 TIP conformity determination, and the FFY 2023-2028 TIP will be presented for consideration and approval.

**Action Requested:** Information

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The Chicago Metropolitan Agency for Planning (CMAP) invited stakeholders to provide input during the ON TO 2050 plan update process at key stages and for specific technical components. Stakeholders included the general public, members of the CMAP board and committees, municipal representatives, and regional transportation advocates. CMAP's engagement initiatives for the plan update generated more than 500 responses and comments.

### Public engagement summary

CMAP provided the general public with timely information and used its website, e-newsletters, and social media to invite the public to participate in the development of the plan update and to comment on the draft. The agency offered opportunities to participate in multiple events and through several channels, including virtual roundtable discussions, email and web comments, presentations to the CMAP Board and committees, social media, and a public hearing. Four roundtable discussions in April and May 2022 guided development of the draft plan. Formal public comment on the draft plan itself opened on June 10, 2022, and closed August 13, 2022, following the public hearing on August 11, 2022.

### Public hearing

CMAP held a public hearing for public comment on the plan update as required by the Regional Planning Act (the Act), 70 ILCS 1707/40. In accordance with the Act, notice of the public hearing was published in a newspaper having a general circulation in the Chicago region more than 30 days prior to the date of the hearing. Attachment A is the Chicago Tribune Corporation's certificate of publication of the legal notice on June 13, 2022.



The public hearing was a hybrid event, and stakeholders participated by attending in person in CMAP's offices and on Zoom.

Phase	Activities	Participants
<b>Stakeholder engagement</b> February through May 2022	Roundtable discussions: April 14, 2022 April 28, 2022 May 5, 2022 May 12, 2022	54
<b>Public comment period</b> June 10 through August 13, 2022	Emails and web comments, letters, social media posts	510
	August 11, 2022: Hybrid public hearing in CMAP's offices and on Zoom	33

## Public comment summary

What follows is a summary of public comment received during the public comment period. Many of the individual comments received followed common themes, which are summarized below. These themes emphasize:

- The importance of continuing to improve how we understand the impacts of transportation investments on communities and the region,
- The need for more focused work on transportation safety, and
- The need to integrate climate considerations more deeply in CMAP's work.

CMAP staff have crafted responses to each of these themes. The complete log of comments can be found in the Public Engagement Appendix that was part of your packet. Organizational stakeholders, including village and township leadership as well as community partners, will receive individual letters of response to their thoughtful feedback.

Key theme	Response
<b>Impact of roadway expansion on climate mitigation efforts</b>	<p>Commenters expressed concern about the inclusion of roadway expansion projects as Regionally Significant Projects due to climate impacts.</p> <p>The Plan Update reaffirms the regional goal of developing a multimodal transportation system and maintains ON TO 2050's call to intensify climate mitigation efforts. Reducing greenhouse gas emissions requires compact infill development, improved pedestrian and bicycle infrastructure, and increased investments in public transit as well as considerable expansion in renewable energy systems, energy efficiency and retrofits, and electrification of our transportation system. CMAP will continue to work across these many areas to mitigate climate impacts and recover from the effects of climate change.</p>

	<p>CMAP is continuously evaluating regional performance measures and adjusting our tools and processes for understanding the impact transportation has on quality of life across the region. This includes how we model roadway expansion, as well as advances in greenhouse gas emissions modeling.</p>
<p><b>Transportation system safety and accessibility</b></p>	<p>Commenters emphasized the importance of continuing to make investments and update policies to improve transportation safety and accessibility in the region, particularly for vulnerable travelers.</p> <p><u>Road safety.</u> CMAP launched a program of work to improve regional traffic safety, including by creating new safety data resources on issues like speeding, competing for competitive planning and capital funds, and convening regional stakeholders to promote joint problem solving.</p> <p><u>Transit safety.</u> CMAP is currently developing a report of legislative recommendations to support the region's transit system in consultation with the Regional Transportation Authority (RTA). The report will address transit safety considerations insofar as the user experience is critical to public confidence in the system, system ridership, and transit employee hiring and retention.</p> <p><u>Accessibility.</u> CMAP launched a program to help every community in northeastern Illinois establish Americans with Disabilities Act (ADA) transition plans over the next ten years. Additionally, the agency is currently exploring new ways to support the region's dial-a-ride services and better integrate them into the broader mobility system.</p>
<p><b>Need to transparently prioritize scarce public resources, including Infrastructure Investment and Jobs Act (IIJA) funding</b></p>	<p>Commenters expressed the preference that new funding coming to the region be fairly allocated in a transparent and performance-based manner.</p> <p>The new federal Infrastructure Investment and Jobs Act (IIJA) seeks to make transformative transportation investments that advance equity, environmental, climate, resilience, and safety goals. Those federal goals align with the Plan Update's core principles of inclusive growth, resilience, and prioritized investment. As the coordinating regional agency, CMAP is a resource to all communities and counties in northeastern Illinois. Since IIJA became law, CMAP has focused on leveraging the increased infrastructure funding for our region, coordinating around new competitive grant programs, and preparing regionally significant projects. CMAP believes that developing clear, transparent, and regionally-supported methods for prioritizing projects and IIJA funding upholds the Plan Update's core principles,</p>

	improves the region's competitiveness for discretionary federal funds, and accelerates progress towards regional goals.
<b>Support for strategies that promote walking, biking, and transit</b>	<p>Commenters broadly expressed support for non-single occupancy vehicle modes (e.g., walking, biking, transit) and proposed a variety of ways that CMAP and the region should encourage residents to travel by these modes.</p> <p>In general, CMAP devotes a significant portion its annual work plan to projects that support the residents' ability to travel by active modes. Recent examples include the Regional Sidewalk Inventory and Northern Lakeshore Trail Connectivity Plan.</p> <p>Historically, bicycle and pedestrian projects have not been specifically included in the Regionally Significant Projects list because of their relatively small capital costs. As a reminder, Regional Significant Projects are:</p> <ul style="list-style-type: none"> <li>• Projects that cost at least \$100 million and (a) change capacity on the National Highway System (NHS) or is a new expressway or principal arterial; or (b) change capacity on transit services with some separate rights-of-way or shared right-of-way where transit has priority over other traffic.</li> <li>• Projects that cost at least \$250 million, regardless of the facility type or work type.</li> </ul> <p>They are, however, accounted for within the Financial Plan for Transportation in the "system enhancements" category. This category includes capital and operational enhancements or improvements not already constrained under other categories. Examples include bicycle, pedestrian, and ADA improvements, as well as highway management and operations, including intelligent transportation systems. The Plan Update provides \$43.7 billion in enhancement investments between now and 2050.</p> <p>For the next regional plan, CMAP commits to improving transparency of these investments to better support their critical role in advancing the region's goals.</p>
<b>Rural land preservation</b>	<p>Commenters expressed concern over the loss of farmland due to development in the region.</p> <p>CMAP provides technical assistance to urban, suburban, and rural communities. Our technical assistance helps us better understand the</p>

	<p>issues and specific needs of rural communities. We look forward to exploring how we can better use that local work to inform our regional approaches. In the upcoming year, CMAP will begin scoping for the next regional plan. Your comments are helpful as we consider how to approach that work. We look forward to your continued involvement.</p>
<b>Tri-County Access Project</b>	<p>Commenters opposed the inclusion of the Tri-County Access project in Lake County as a Regionally Significant Project.</p> <p>The Tri-County Access project was not submitted for evaluation as a Regionally Significant Project for the ON TO 2050 Update. Therefore, it is not included in the plan's Regionally Significant Projects list, which can be found in the <a href="#">Regionally Significant Projects Benefits Report appendix</a>.</p>



## MEMORANDUM

**To:** CMAP Transportation Committee

**From:** CMAP Staff

**Date:** September 8, 2022

**Re:** ON TO 2050 Plan Update /TIP Conformity Analysis & TIP Amendment Memo with Supplemental Information

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After the ON TO 2050 Plan Update/TIP Conformity Analysis & TIP Amendment had been released for public comment CMAP staff was provided with additional information regarding a few Regionally Significant Projects (RSP's). Incorporating this information into CMAP's RSP evaluation process necessitated rerunning the emissions model for transportation conformity so that this new information could be reflected in CMAP's transportation conformity modeling. Since CMAP had decided to rerun the emissions model for transportation conformity this presented an opportunity to incorporate some model improvements in the transportation demand model that could not be incorporated when transportation conformity was done in May 2022.

The revised transportation conformity analysis showed an increase in emissions, particularly for NOx. The increase in emissions however did not cause the region to exceed its Motor Vehicle Emissions Budget (MVEB) - the maximum emissions allowed in the approved state implementation plan (SIP) for all on road motor vehicles in the region -- for VOC or NOx. As a result, the region is able to demonstrate that projects in the ON TO 2050 plan update and the TIP conform to the region's MVEB. After consultation with regulatory agencies, staff recommends that the CMAP Board and MPO Policy Committee approve the revised conformity analysis and TIP amendment as presented.

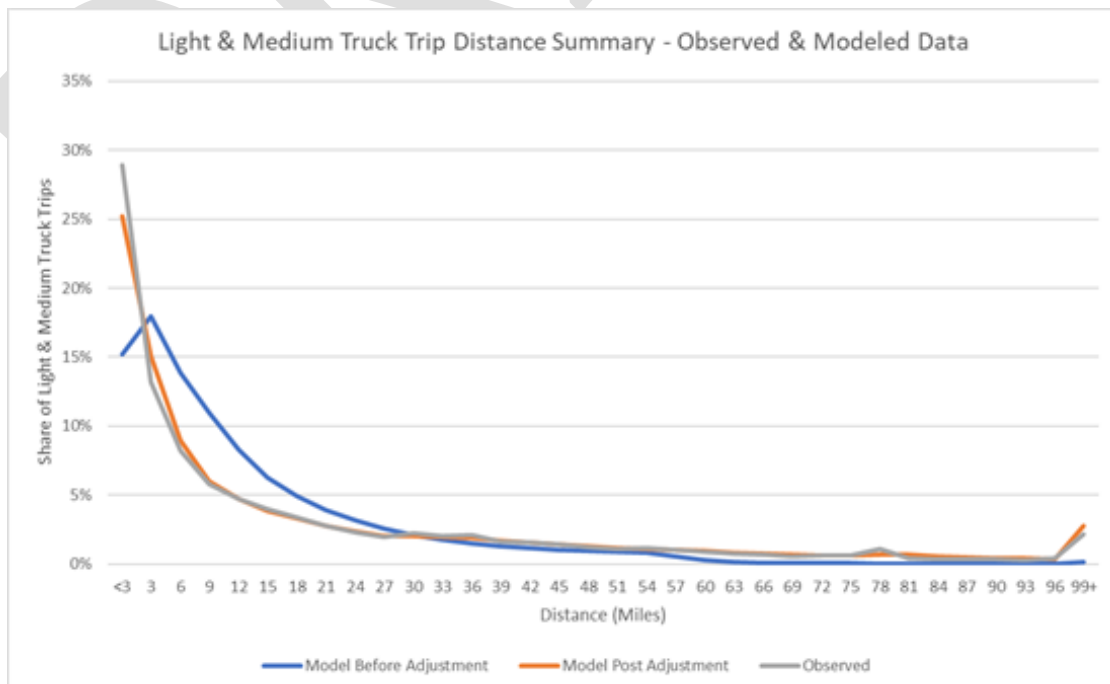
### Consultation process

At the September 7, Tier II consultation meeting the committee discussed the change in modeled emissions along with the fact that the newly modeled emissions had not gone through CMAP's public comment process. The committee noted that the mix of projects did not change from what was available for public comment, but that the emissions results did change. The committee also noted that while the revised emission estimates for the ON TO 2050 Plan Update/TIP Conformity Analysis & TIP Amendment did not go through the 30 public comment period it will be subject to public review when it is

posted for the Transportation committee in September and the CMAP Board/MPO Policy Committee meeting in October, thus there will be opportunities for the public to review and comment on the revised emission estimates. The Tier II committee reviewed and discussed the revised estimates and recommended that CMAP present the revised results to the transportation committee and the CMAP Board and MPO Policy Committee and to provide about what had transpired to these committees, along with the fact that while the original emissions modeling results went through the public comment process the revised estimates did not. An explanation of the changes associated with CMAP's travel demand model are below.

## Modeling Change

The modeling procedure change introduced in the revised transportation conformity analysis impacted the distribution of commercial vehicle trips in the model, increasing the average distance of these trips. Following the release for public comment of the original ON TO 2050 Plan Update/TIP Conformity Analysis, CMAP staff analyzed commercial vehicle trips in the region using two commercial datasets – a database of trips made by light- and medium-sized trucks purchased from INRIX and a database of heavy truck trips purchased from ATRI. Frequency distributions of truck trip distances were developed from both datasets and were compared to travel model results, with the finding that the model was creating commercial vehicle trips that were on average too short. The trip length distribution parameters for commercial vehicle trips in the model were modified to better reflect the distance distribution found in the observed data.



**Original Emission Modeling results:****VOC and NO<sub>x</sub> Emissions in Tons per Summer Day for Ozone Conformity**

Year	Volatile Organic Compounds		Nitrogen Oxides	
	Northeastern Illinois	SIP Budget	Northeastern Illinois	SIP Budget
2025	41.89	60.13	112.04	150.27
2030	36.31	60.13	85.63	150.27
2035	32.56	65	75.86	110
2040	29.49	65	75.02	110
2050	27.55	65	80.17	110

Conformity is demonstrated by comparison of analysis year emissions to the SIP budgets

**Notes:**

Off-model benefits are not included in the total emissions estimates

Results updated as of May 2022

**Revised Emission Modeling results:****VOC and NO<sub>x</sub> Emissions in Tons per Summer Day for Ozone Conformity**

Year	Volatile Organic Compounds		Nitrogen Oxides	
	Northeastern Illinois	SIP Budget	Northeastern Illinois	SIP Budget
2025	42.5	60.13	122.48	150.27
2030	36.84	60.13	94.53	150.27
2035	32.73	65	79.94	110
2040	29.89	65	84.35	110
2050	27.97	65	90.44	110

Conformity is demonstrated by comparison of analysis year emissions to the SIP budgets

**Notes:**

Off-model benefits are not included in the total emissions estimates

Results updated as of August 2022

**ACTION REQUESTED: Approval**



## MEMORANDUM

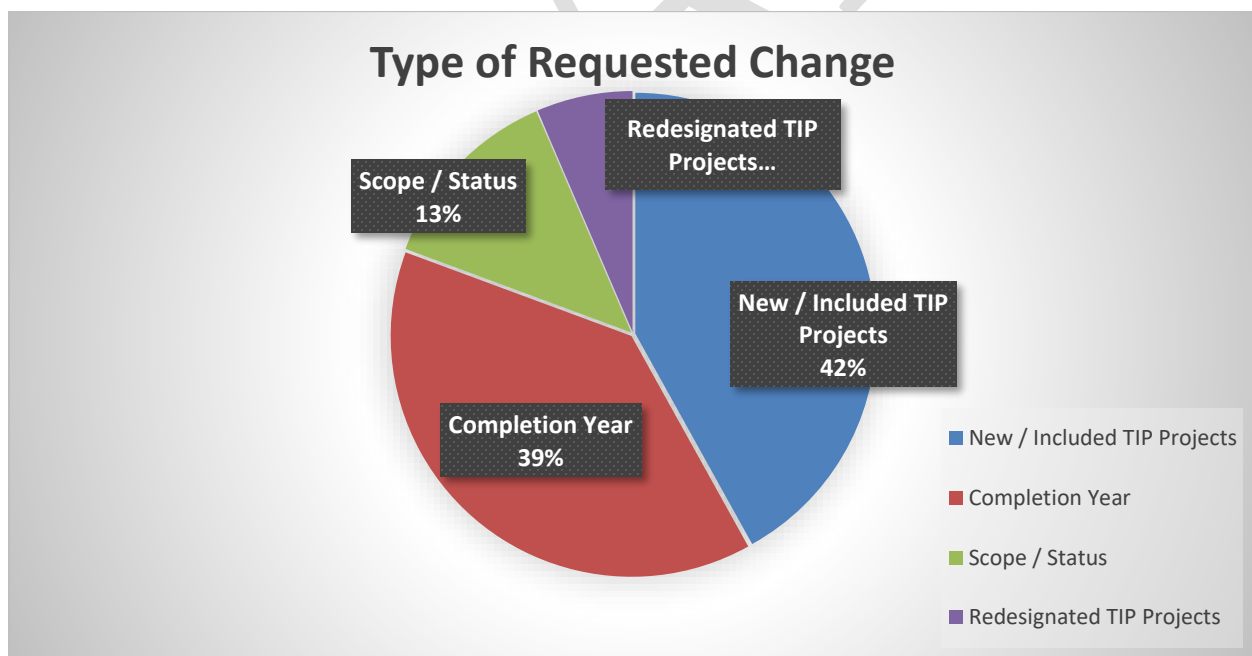
**To:** CMAP Transportation Committee

**From:** CMAP Staff

**Date:** May 27, 2022

**Re:** ON TO 2050 Plan Update /TIP Conformity Analysis & TIP Amendment

In accordance with the semi-annual conformity analysis policy, CMAP staff asked programmers to submit changes, additions, or deletions to non-exempt projects for inclusion in the regional air quality analysis of the FFY 2023-27 Transportation Improvement Program (TIP) and ON TO 2050 Plan Update. Of the changes requested, twenty-nine projects require air quality conformity analysis. Below is a summary by type of requested changes.



If the TIP amendment is approved, two non-exempt projects, with one being a former RSP will no longer be considered conformed and not part of the analysis. Twenty-nine non-exempt projects will be included in the TIP. These types of projects are included in the conformity analysis because funding for phases beyond preliminary engineering has been identified in the TIP. Non-exempt projects with only preliminary engineering funding and exempt tested projects are excluded from conformity analysis.



A former exempt tested project indicated a change in scope, and is a new not exempt addition:

- TIP ID [17-94-0008](#): Pace - Purchase/Replace Fixed Route Buses

The new not exempt projects are:

- TIP ID [10-20-0004](#): Ill 120 Belvidere Rd - Ashford Ln to US 45
- TIP ID [17-21-0001](#): Pulse 95th Street Line

Identified by the sponsor and have met the thresholds to be noted as newly designated RSPs:

- TIP ID [01-22-0022](#): Elston-Armitage-Ashland-Cortland Intersection Improvement RSP 152
- TIP ID [01-22-0023](#): Ashland-Ogden Metra Infill Station - RSP 153
- TIP ID [16-22-0004](#): Brown Line Core Capacity Improvement - RSP 165
- TIP ID [17-22-0002](#): I-294 Tri-State Express Bus Stations RSP 155
- TIP ID [12-22-0034](#): US 6 from I-55 to US 52 RSP 158
- TIP ID [06-22-0022](#): IL 7/143rd from Will-Cook Rd to IL7/SW Highway RSP 161
- TIP ID [09-22-0063](#): IL 47 from south of I-90 to south of Old Plank Rd - RSP 162
- TIP ID [08-22-0046](#): IL 56 from IL 25 to IL 59 - RSP 163
- TIP ID [10-22-0010](#): IL 60 from IL 120 to IL 176 - RSP 164
- TIP ID [12-22-0005](#): I-57 - At Eagle Lake Rd - RSP 157

Other changes to existing projects are described below.

Limits are the cross-streets, mileposts or other boundaries which define the extent of a project. There are no projects with significant limit changes.

The following RSP project begins its next phase:

- TIP ID [12-10-9001](#): I-55 Managed Lane from I-355 to I-90 I-94 (I-55 Stevenson Express Toll Lanes) - RSP 146. The project descriptive indicates expansion of I-55 from I-355 to I-294 (toll lane); I-294 to I-90/94 (2 toll lanes).

These established projects have acquired a Major Improvement Status of 2050 RSP:

- TIP ID [09-09-0040](#): IL 47 from Cross Street to FAU 3793 Kennedy Road (D3# 926) - RSP 166
- TIP ID [09-09-0099](#): US 30 from IL 47 to Albright Rd - RSP 159
- TIP ID [10-09-0146](#): US 45 McHenry Rd from IL 173 to N of the Milburn Bypass to South of Milburn Bypass to IL 132 – RSP 160. The bypass begins north of Independence Blvd. and ends north of Country Pl. to the south.

The completion year indicates when a project is anticipated to be in service to users. The conformity analysis is conducted for selected analysis years between now and 2050. The analysis years are currently 2025, 2030, 2035, 2040 and 2050. If a change in completion year results in moving a project across an analysis year, the project must be revised in the conformity analysis.

The sponsor indicates an earlier completion year of the following project, therefore requiring a revision to the conformity analysis.

- TIP ID [12-19-0038](#): Gougar Road: Laraway Road to US Route

These non-exempt projects crossed an analysis year and are included in the conformity analysis:

- TIP ID [02-09-0003](#): Willow Rd from E of I-294 to E of IL 43, from IL 43 to I-94, and over Middle Fork of N Branch of Chicago River to W of Sunset Ridge Rd
- TIP ID [02-94-0001](#): Willow Rd from East of Des Plaines River to Waterview Dr / Protection Parkway
- TIP ID [02-97-0001](#): IL 21 Milwaukee Ave from N of Sanders Rd to S of Euclid Ave
- TIP ID [03-14-0010](#): US 14 NW Hwy at CN Railroad
- TIP ID [03-99-0018](#): CH V62 Quentin Road from CH A50 Lake Cook Road to IL 68 Dundee Road
- TIP ID [08-16-0024](#): IL 56 Butterfield Rd from IL 53 to I-355
- TIP ID [12-15-0002](#): Bell Rd (CH 16) from 131st St to IL 7 (159th St) with omissions at 151st Street and 143rd Street Intersections. (Bell Road Corridor)
- TIP ID [13-16-0005](#): Barrington Rd from IL 62 to Central Rd

The following not exempt Regionally Significant Projects (RSP) crossed an analysis year:

- TIP ID [08-95-0024](#): IL 83 Kingery Hwy from 31st St to N of 55th St, 63rd St (south of) to Central Avenue - RSP 111
- TIP ID [11-06-0018](#): IL 47 from Charles Rd to US 14 - RSP 110
- TIP ID [11-07-0014](#): IL 47 Eastwood Drive from US 14 Northwest Hwy to Reed Road - RSP 110

The scope of a project is determined by the [work types](#) associated with the project.

- Non-exempt work types are expected to affect air quality and must be included in the conformity analysis. Examples of non-exempt work types are adding lanes to a road, interchange expansion, new bridge, and the major expansion of bus route service.
- Exempt tested work types do not require an air quality conformity analysis, but the region has chosen to include the impacts of these types of projects in the travel demand model. Exempt tested projects include new commuter parking lots, rolling stock replacement, and road reconstruction with lane widening to standard widths (e.g., 10 feet to 12 feet).

Exempt work types do not require an air quality conformity analysis. Examples of exempt work types are intersection improvements and rail station modernization.

The following project with a change in scope is being re-designated:

- TIP ID [07-20-0072](#): Richton Park: Richton Road/Poplar Avenue- Sauk Trail to Governors Hwy

The individual project sponsor indicated a change for the following project and is no longer conformed and is now considered unconstrained:

- TIP ID [01-19-0009](#): O'Hare Express Service: RSP - A1

Newly submitted changes are found in the [23-01 Conformity Amendments](#) report.

The regional travel demand model was run using the updated networks. The resultant vehicle miles traveled (VMT) by vehicle class, speed, time of day, and facility type were entered into U.S. Environmental Protection Agency's new MOVES3 model. The MOVES3 model is a significant upgrade from the previous model, MOVES 2014a that CMAP had been using. MPO's are required to start using the MOVES3 model by January of 2023 but CMAP chose to use the new model for the ON TO 2050 plan update which is part of this conformity analysis. The MOVES3 model has updated data for vehicle populations, travel activity, and emission rates as well as updated fuel supply information. MOVES3 also adjusted modeling to better account for vehicle starts, long-haul truck hotelling, and off-network idling and incorporated the impacts of the Heavy-Duty Greenhouse Gas Phase 2 rule and the Safer Affordable Fuel-Efficient (SAFE) Vehicles Rule. In various test of the MOVES3 model by U.S. EPA and practitioners, both ozone precursors, volatile organic compounds (VOC) and nitrogen oxides (NOx) produced changes in the mobile source emission results compared to the previous model even when the input data was relatively unchanged. Specifically, VOC emissions went down, and NOx emissions increased in urbanized areas. While all emissions decreased in rural areas. CMAP's modeling produced similar results with a decrease in VOC and an increase in NOx compared to the emissions estimated using MOVES 2014a. As part of the migration to MOVES3 all of the data inputs into the model were reviewed and updated. The changes in data inputs and modeling procedures make it nearly impossible to attribute a percentage change in the emissions estimates to the MOVES3 model. CMAP did conduct some internal testing of MOVES3 prior to using it for conformity and has a high degree of confidence that a substantial amount of the changes seen in the emissions estimates shown in the table below can be attributed to a change in emissions models and not changes attributed to transportation projects in the TIP or travel behavior modeled in the travel demand model.

Using the MOVES3 model on-road emission estimates for each precursor or direct pollutant in each analysis year were produced. The MVEB for the NEIL nonattainment area for 2035 and beyond was revised in a federal register notice on May 20, 2022 (87 FR 30828) to correspond to the 2008 ozone maintenance SIP that was approved in that noticed by U.S. EPA. The result is that the MVEB changes to 65 tons/day of VOCs and 110 tons/day of NOx in 2035. Prior year MVEB remain unchanged. In addition to a revised MVEB the analysis year of 2035 is now being modeled as that corresponds to the last year of the 2008 ozone maintenance plan and demonstrates conformity for the 2008 ozone maintenance SIP. For ozone precursors volatile organic compounds (VOC) and nitrogen oxides (NOx), the resulting mobile source emissions estimates fell below the applicable motor vehicle emissions budgets for ozone as shown in the table below.

## VOC and NO<sub>x</sub> Emissions in Tons per Summer Day for Ozone Conformity

Year	Volatile Organic Compounds		Nitrogen Oxides	
	Northeastern Illinois	SIP Budget	Northeastern Illinois	SIP Budget
2025	41.89	60.13	112.04	150.27
2030	36.31	60.13	85.63	150.27
2035	32.56	65.00	75.86	110.00
2040	29.49	65.00	75.02	110.00
2050	27.55	65.00	80.17	110.00

Conformity is demonstrated by comparison of analysis year emissions to the SIP budgets

### Notes:

Off-model benefits are not included in the total emissions estimates

Results updated as of May 2022

## Direct PM<sub>2.5</sub> and NO<sub>x</sub> Emissions in Tons per Year for PM<sub>2.5</sub> (Informational Only)

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

## Greenhouse Gas Mobile Source Emissions (Informational Only)

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

ACTION REQUESTED: Recommend finding of conformity and approval of TIP amendment 23-01 by the MPO Policy Committee.

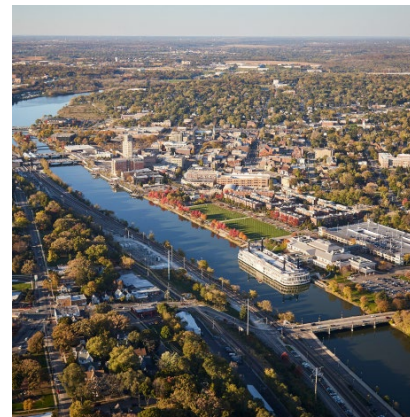
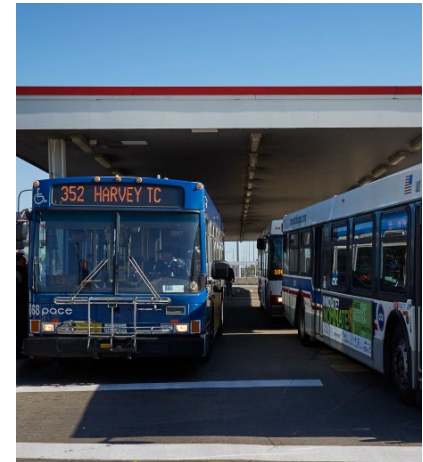




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# Safety Update

**Victoria Barrett**  
**Transportation Planner**  
**Chicago Metropolitan Agency for Planning**



# Regional safety overview

*Addressing long-term regional traffic safety issues in a comprehensive, multi-modal, equitable, data-driven way through:*

**People:** Regional coordination and collaboration

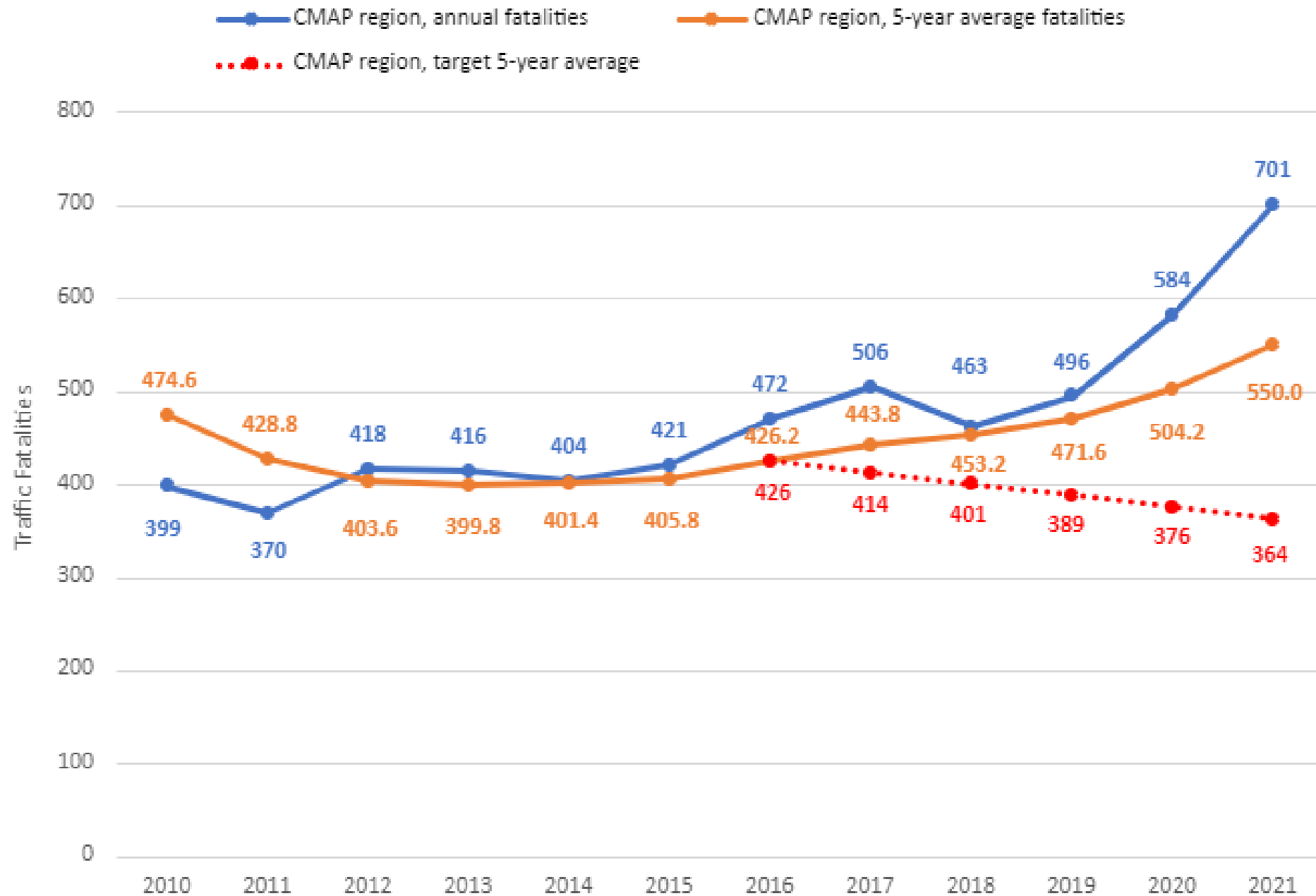
**Policy:** Policy development and legislative work

**Planning:** On-the-ground safety planning

**Raising Awareness:** promote and institutionalize safety, address equity, and help develop a regional traffic safety culture

**Creating Resources:** expand access to high quality data and guidance

## Traffic Fatalities in northeastern Illinois, 2010-2021







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# Speeding and safety in northeastern Illinois





# Fatal or Serious Injuries Associated with Speeding or Aggressive Driving Crashes in northeastern Illinois (2019)

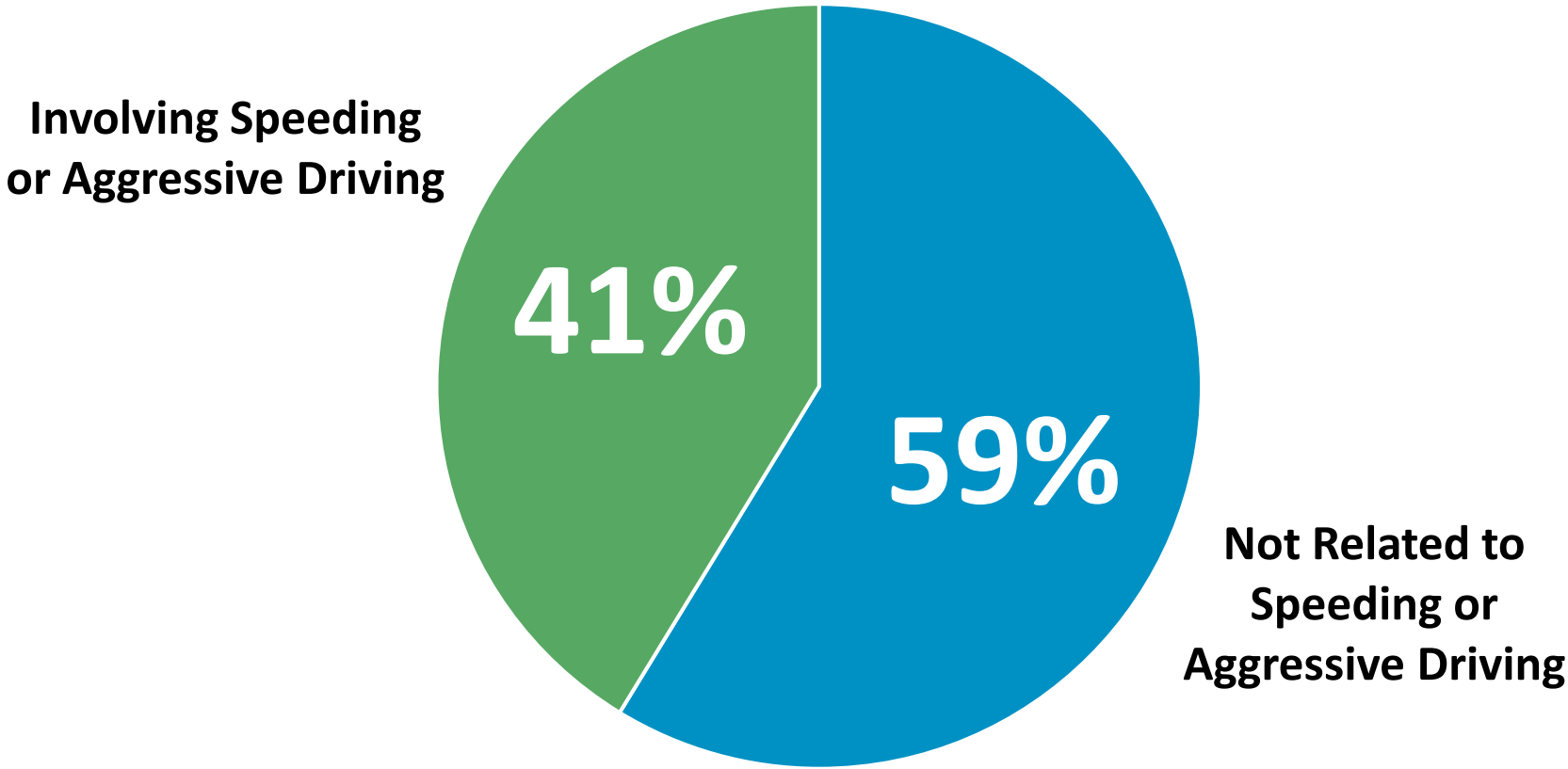
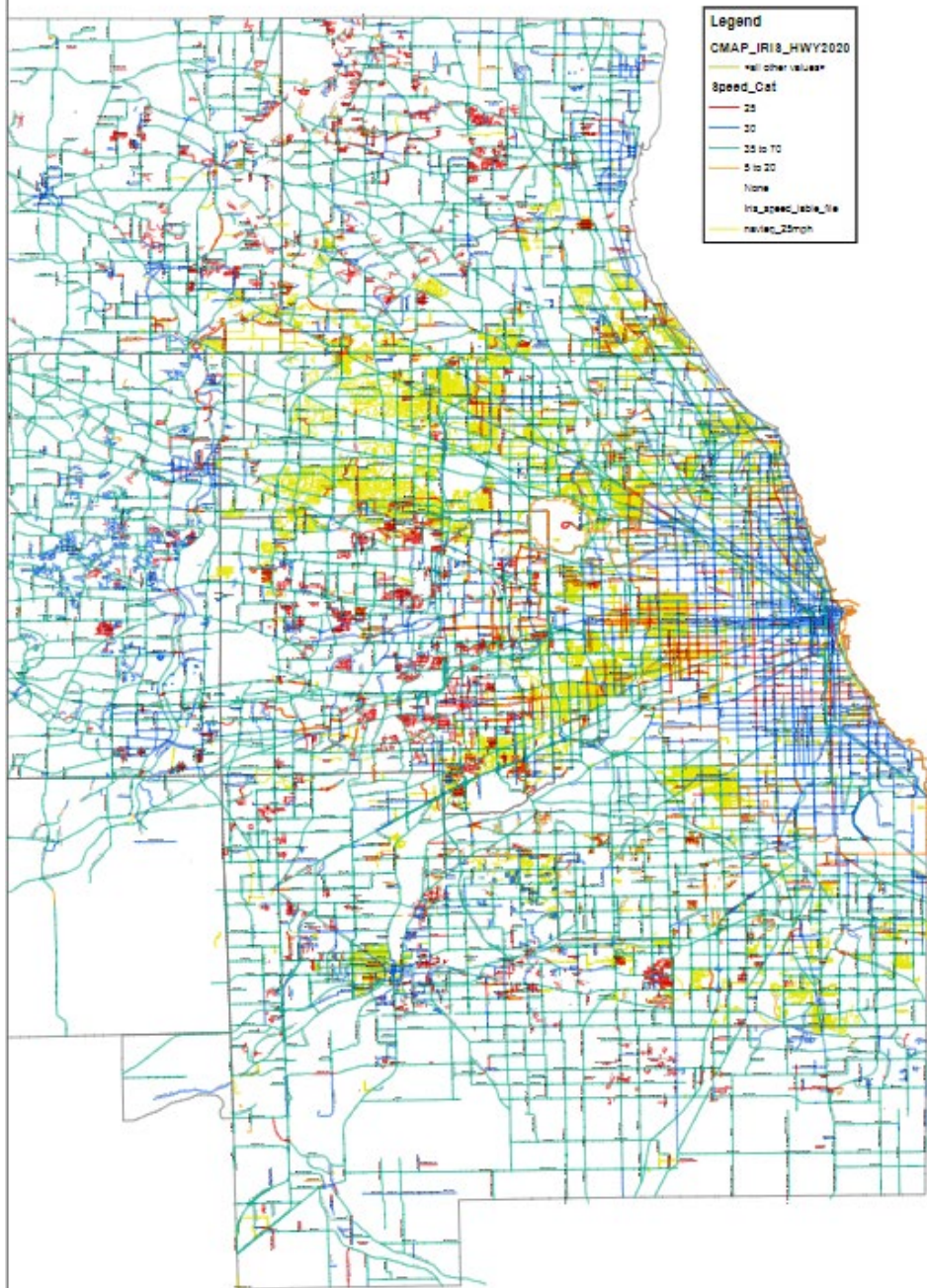


Chart reports the share of crashes related to speeding or aggressive driving where the causes of crashes are known in crash reporting.

Source: Illinois Department of Transportation Safety Portal

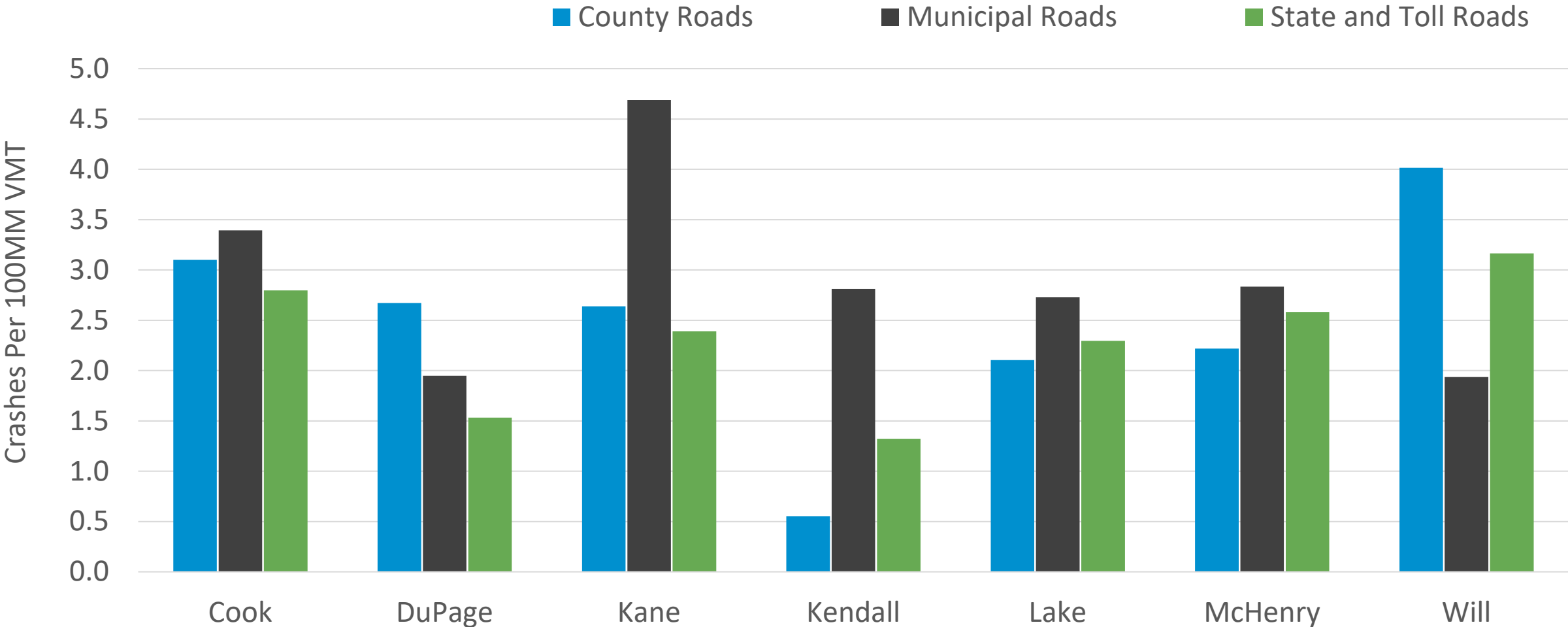


# Significant Data Gaps Exist in Understanding Speeding in the Region

CMAP received a grant from IDOT to establish a Regional Speed Data project to:

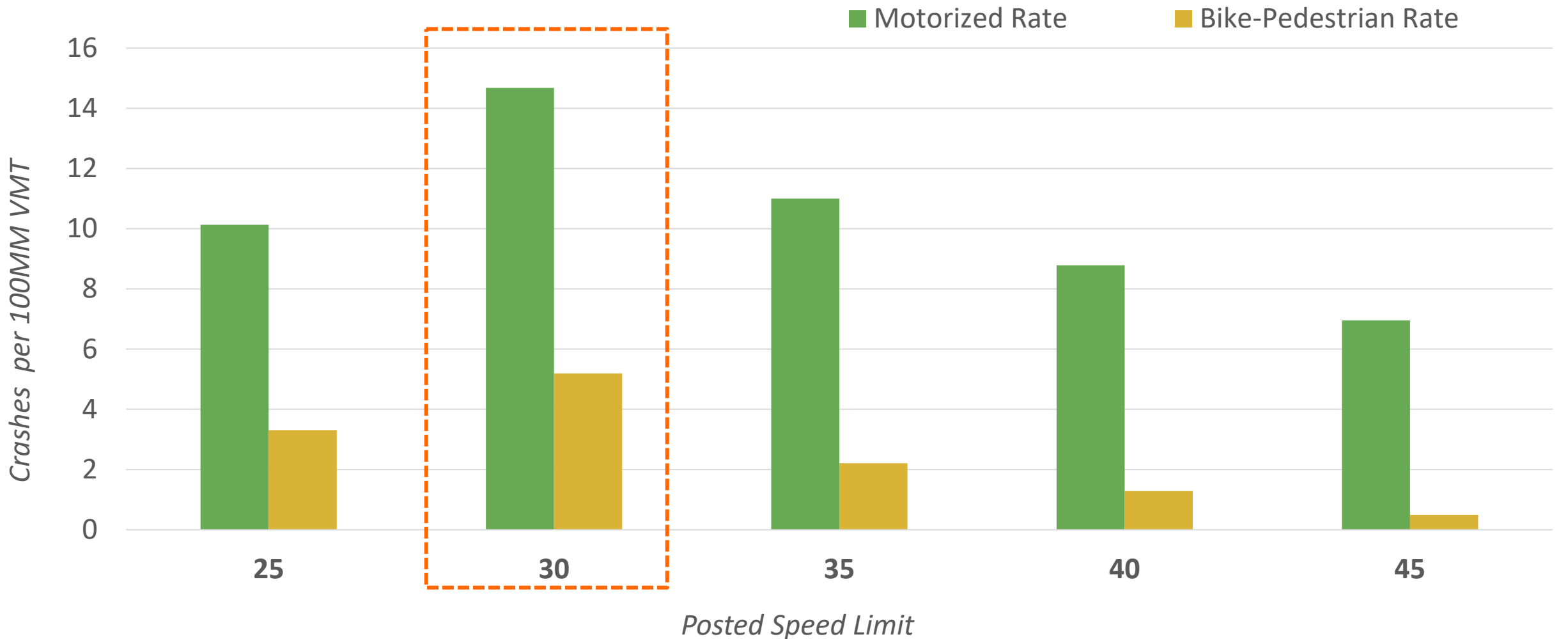
- Purchase extensive third party speed probe data
- Analyze and compile that data into actionable speed insights using computer science techniques

# Fatal or Serious Crashes per 100 Million Miles of Vehicle Travel (VMT), by County and Road Jurisdiction (2019)



*The Municipal VMT for the region is approximately half with a functional class of "local roads" and the other half being on arterials and collectors. Within each county the share of VMT on arterials and collectors varies. Source: Illinois Department of Transportation Safety Portal and HERE*

# Motorized and Bicycle/Pedestrian Fatal or Serious Crashes per 100 Million Miles of Vehicle Travel (VMT), 2015 - 2020



Estimated annual VMT in sample. Speed limit data based on HERE Technologies.  
Source: Illinois Department of Transportation Safety Portal and HERE



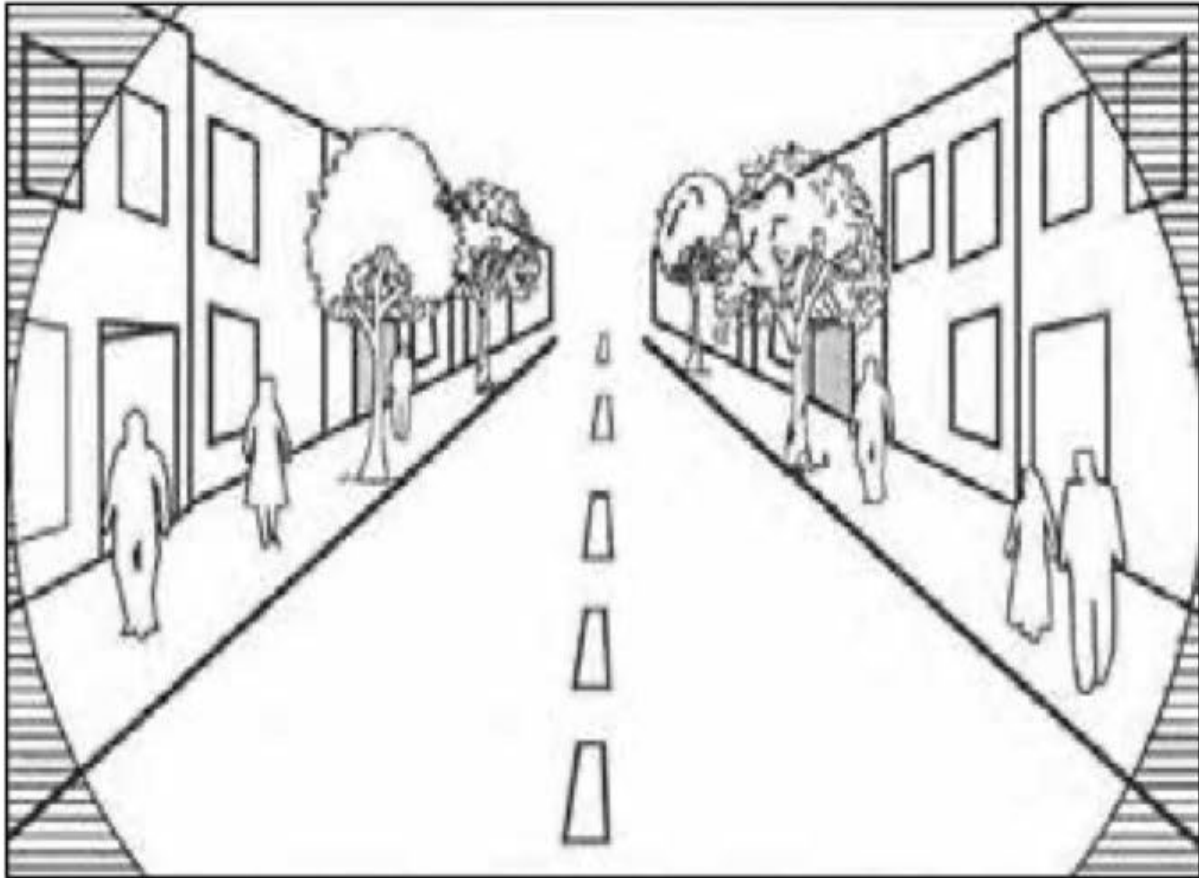




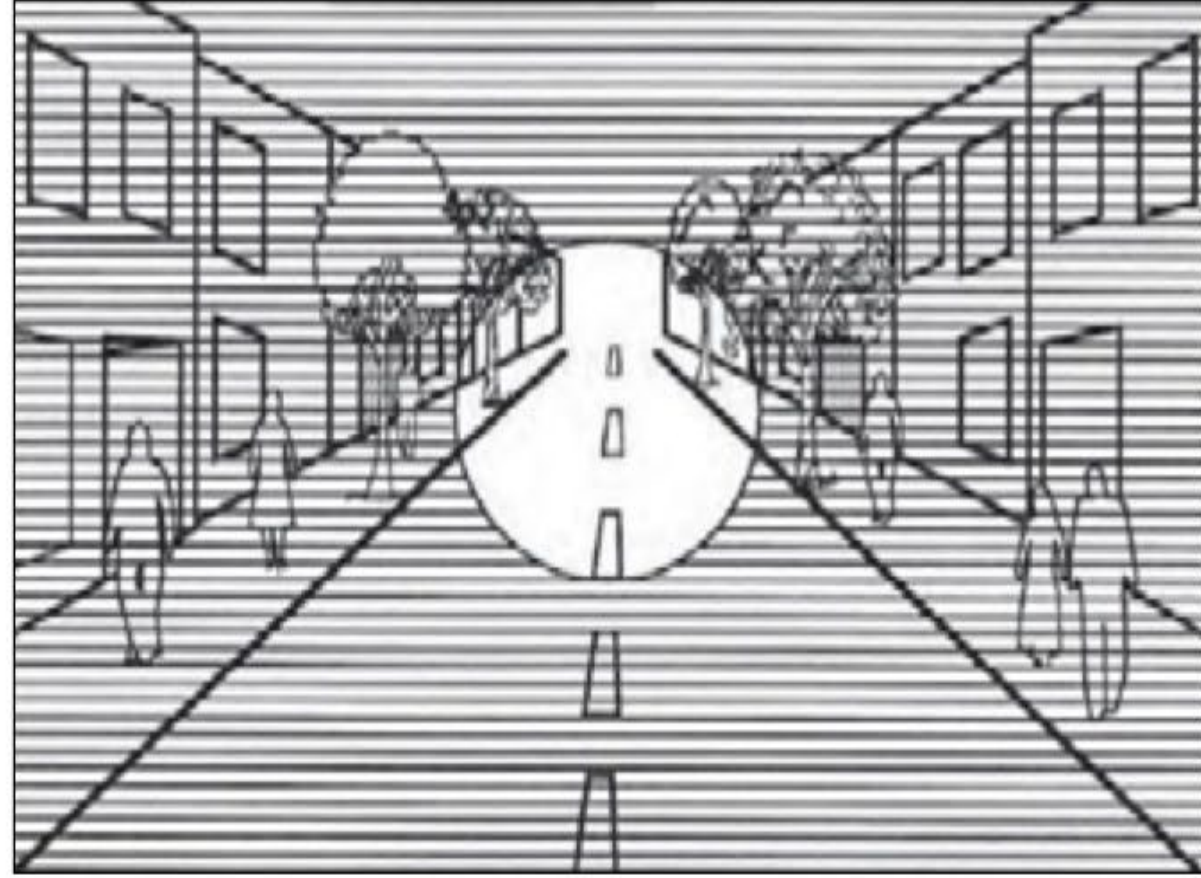




# Speed decreases field of vision

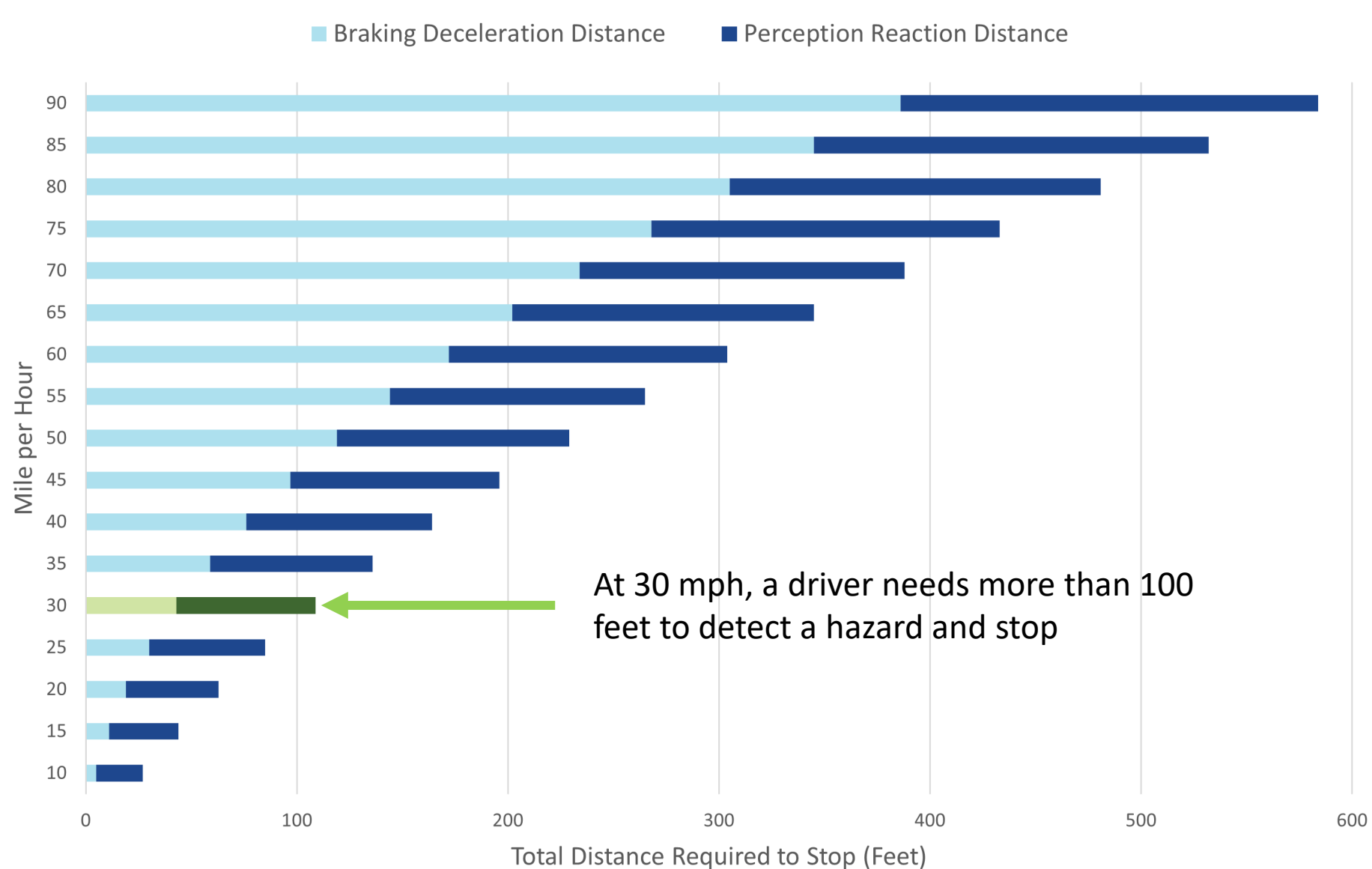


*Field of vision at 15 MPH*



*Field of vision at 30 to 40 MPH*

# Speed raises the distance required to stop



At 30 mph, a driver needs more than 100 feet to detect a hazard and stop

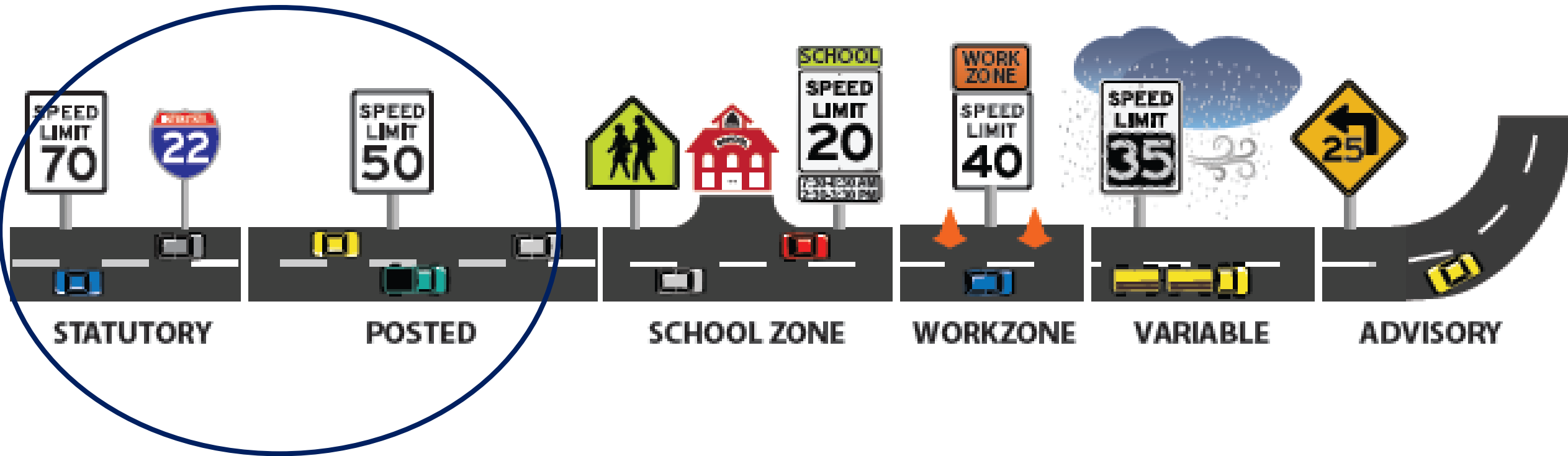


# If a pedestrian is struck by a vehicle traveling



Source: U.S. Department of Transportation, Literature Review on Vehicle Travel Speeds and Pedestrian Injuries. March 2000.  
Analysis by the Institute of Transportation Engineers.

# Types of Speed Limits

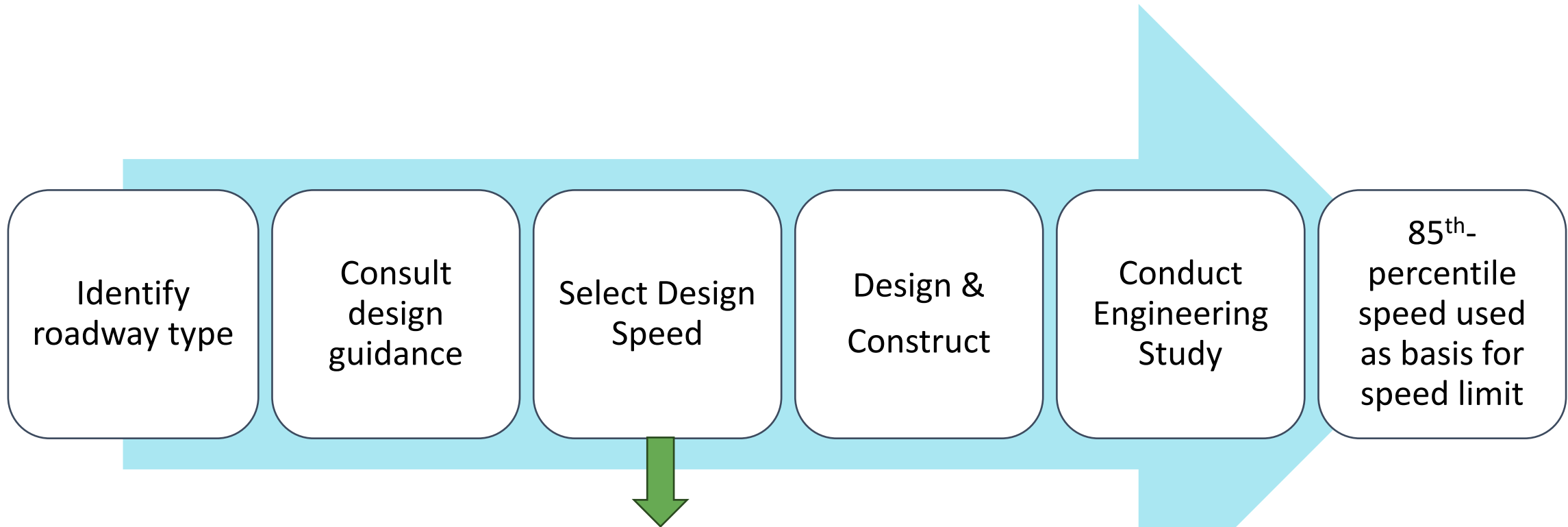


This map illustrates the distribution of the elderly population across the United States. Darker shades of blue represent states with a higher percentage of residents aged 65 and older, while lighter shades represent lower percentages.

Color	Percentage Range	States
Dark Blue	20% or more	Alaska, Arkansas, Colorado, Connecticut, Delaware, Florida, Georgia, Illinois, Indiana, Iowa, Kansas, Kentucky, Louisiana, Maryland, Massachusetts, Michigan, Minnesota, Missouri, Montana, Nebraska, Nevada, New Hampshire, New Jersey, New Mexico, New York, North Carolina, North Dakota, Oklahoma, Oregon, Pennsylvania, Rhode Island, South Carolina, South Dakota, Tennessee, Texas, Utah, Vermont, Virginia, Washington, West Virginia, Wisconsin, Wyoming
Medium Blue	15-19%	Alabama, Arizona, California, Idaho, Maine, Mississippi, New Brunswick, New Mexico, New York, North Carolina, North Dakota, Ohio, South Carolina, South Dakota, Tennessee, Texas, Utah, Vermont, Virginia, Washington, West Virginia, Wisconsin, Wyoming
Light Blue	10-14%	Alaska, Arkansas, Colorado, Connecticut, Delaware, Florida, Georgia, Illinois, Indiana, Iowa, Kansas, Kentucky, Louisiana, Maryland, Massachusetts, Michigan, Minnesota, Missouri, Montana, Nebraska, Nevada, New Hampshire, New Jersey, New Mexico, New York, North Carolina, North Dakota, Oklahoma, Oregon, Pennsylvania, Rhode Island, South Carolina, South Dakota, Tennessee, Texas, Utah, Vermont, Virginia, Washington, West Virginia, Wisconsin, Wyoming

 20 MPH
  25 MPH
  30 MPH
  No Urban Statutory Limit

# The traditional design and speed limit setting process supports higher speeds...



*"every effort should be made to use as high a design speed as practical in the interests of safety"*

AASHTO Green Book 2004, p. 67

# ... But a new way of thinking is emerging

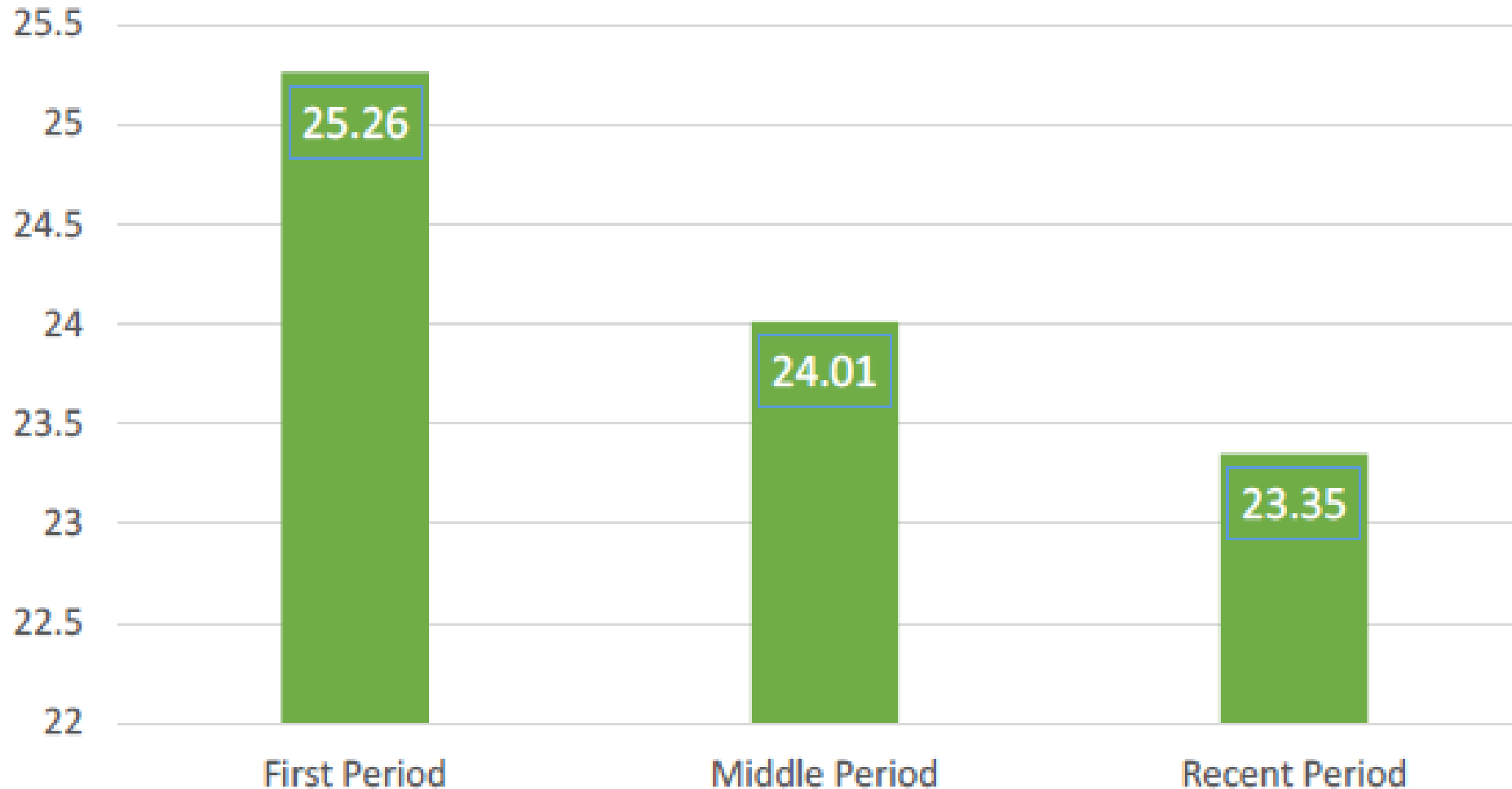
“A self-enforcing road (sometimes referred to as a “self-explaining roadway”) is a **roadway that is planned and designed to encourage drivers to select operating speeds in harmony with the posted speed limit.**”

- Self-Enforcing Roadways:  
A Guidance Report  
(FHWA, 2018)



# Visible and predictable enforcement

Average Speed of Traffic (MPH)



Observed speeds at locations with camera enforcement at 2 weeks after installation, 6 months after installation and the last two weeks of 2019.

Source: City of Chicago Automated Enforcement Program 2019 Annual Report







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# Next steps



# Ongoing policy development and technical assistance efforts

- Help partners work to reduce speed limits where they present safety risks
- Develop next generation guidance for complete/self-enforcing streets
- Provide planning and technical assistance supports
- Create new data and regional safety resources
- Study ways to center equity in effective safety policies
- Continue to convene and coordinate around regional safety topics

# Safe Streets and Roads for All

- New IIJA competitive grant program
- \$1 billion/year for 5 years covering
  - Planning
  - Implementation
- Expanding our safety work plan to align with this opportunity by establishing a **Safe and Complete Streets Program**







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Agency for Planning

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**@cmapillinois** |    



## **2023 Federal Advocacy Agenda – DRAFT for discussion (as of 9/6/2022)**

*\*Subject to change based internal and external feedback during review period*

### **Introduction**

Northeastern Illinois and its communities have experienced drastic and defining changes over the past four years since adopting the region's long-term comprehensive plan, ON TO 2050. A global pandemic disrupted economies, deepened inequities, and changed the ways people move throughout the region. But northeastern Illinois has new opportunities to make transformative investments in the region with the unprecedented funding from the Infrastructure Investment and Jobs Act (IIJA). Guided by three principles — inclusive growth, resilience, and prioritized investment — ON TO 2050, and the updates to the plan, provides a vision for how to overcome these new and persistent challenges and foster a more inclusive and thriving region.

As the region's federally designated metropolitan planning organization (MPO), the Chicago Metropolitan Agency for Planning (CMAP) will take full advantage of new opportunities provided within the IIJA to address challenges facing the region. The region's transportation system requires adequate funding and bold action to address today's problems and anticipate tomorrow's opportunities. The region must take immediate and coordinated action to mitigate climate change by reducing emissions while we adapt to our already changing weather patterns. Additionally, the region's economy is not keeping up with peers and is held back by vast and entrenched inequity.

To address those challenges, the federal agenda aligns with CMAP's three core focus areas: Transportation, Climate and Regional Economic Competitiveness.

### **Transportation**

The \$1.2 trillion Infrastructure Investment and Jobs Act offers an incredible opportunity to strengthen the transportation system in northeastern Illinois. It provides more funding for the region's transportation programs to address the ways people travel, challenges with congestion, air quality and resilience, and improvements that can keep bicyclists and pedestrians safe. MPOs like CMAP were established to bring together government officials from across entire regions to prioritize projects, ensure federal funding is being obligated in a timely manner, and track the progress of federally-required performance targets for the transportation system.

As Congress and the Administration continue to work with state and local agencies on IIJA implementation, CMAP is ready and has the capacity to work with state and federal partners to address the region's safety, emissions, and resilience challenges. To do this, MPOs still need increased flexibility and direct access to federal funding to better address those challenges facing major metropolitan regions.

### **Increase local access to federal resources for successful IIJA implementation**

*CMAP supports:*

- Fully funding newly authorized programs within the IIJA, such as the Healthy Streets program for resilience improvements and the Active Transportation Infrastructure Investment program for bicycle and pedestrian infrastructure.
- Increasing transparency and coordination with regions around new IIJA Carbon Reduction and PROTECT resilience formula funding to ensure those programs are not being transferred or flexed to fund projects with minimal carbon reduction impact and resilience improvements.

- Establishing a pilot program that gives direct funding and project selection authority to large MPOs for a portion of funding allowing regions to directly address carbon reduction, resilience, and safety.
- U.S. DOT providing a formal schedule for when grant awards will be announced following the application window for competitive grants and giving successful grantees a target date for a completed grant agreement. All of this should be available on a publicly accessible dashboard to identify and address delays in the time between grant awards and grant contracts.

### **Increase local support for safe and complete streets**

#### *CMAP supports:*

- Expanding MPO programming authority for Highway Safety Improvement Program (HSIP) funds, reflecting responsibilities for achieving Federal Highway Administration Safety Performance Management goals, and making the 15 percent vulnerable road user (for safety improvements for non-motorist) set-aside for HSIP permanent.
- Identifying dedicated resources to provide local governments with comprehensive Americans with Disabilities Act (ADA) support.

### **Sustainably fund the transportation system**

#### *CMAP supports:*

- Increasing the federal motor fuel tax rate, indexing it with inflation, and developing new innovative funding mechanisms, such as a national per-mile road usage charge and federal freight transportation fee in the long term.
- Requiring the Federal Highway Administration (FHWA) develop a highway formula modernization report recommending changes to better align apportionment formulas to support states and MPOs in meeting national surface transportation and performance measurement goals.
- Offering greater flexibility for states and regions to impose user fees by removing federal restrictions on tolling the interstate system and removing restrictions on commercial activity on the Interstate system.

### **Climate**

Northeastern Illinois is home to the second largest transit agency in the country and has the second most transit travel of any urbanized area outside of New York. At the height of the pandemic, Congress reinforced the necessity to support transit systems nationwide by providing direct operating assistance over three COVID relief funding packages from March 2020 to March 2021. The region received more than \$3.37 billion over that period to make up for lost public funding and operating revenues. This funding will not be able to sustain the region's transit system indefinitely with an expected budget shortfall of \$730 million beginning in 2026.

As more commuters turn to driving over transit due to the pandemic, CMAP analysis indicates gridlock and longer travel times may cost the region \$1.2 billion annually in productivity costs. Much work remains to respond to the risks of climate change posed by the emissions generated by our transportation system. As the region works to build more financial and operational resilience into the day-to-day reality of roads and rails, the region must also commit to reducing emissions. To prevent the most severe impacts of climate change, northeastern Illinois needs to reduce greenhouse gas emissions by approximately 10 percent annually to approach net zero by 2050.

## **Strengthen the transit system to reduce emissions**

### *CMAP supports:*

- Prioritizing current funding streams for mass transit systems with the greatest infrastructure needs and highest number of passengers, and increasing federal support to these systems for operating costs.
- Increasing funding for transit from the Highway Trust Fund and other transportation system user fees.
- Providing greater flexibility to use toll revenues to pursue multimodal transportation system goals such as providing high-speed, high-reliability transit service to improve expressway corridors.
- Revising federal requirements to eliminate the funding disparity between transit projects and highway projects, such as increasing the federal share under the FTA's New Starts program from 60 to 80 percent for projects extending the transit system.
- Creating a demonstration grant to provide reduced fares for low-income riders to help close transit equity gaps.
- Creating a uniform Buy America waiver process across U.S. DOT's agencies (FHWA, FTA) for projects that are proven to substantially improve air quality.

## **Plan for a climate resilient future**

### *CMAP supports:*

- Allowing MPOs to use Resilience Improvement Plan to qualify for the 90 percent federal share for formula funds within the urbanized area covered by the plan.
- Increasing eligibility and coordination for water and wastewater infrastructure and planning funding to regions. The U.S. Environmental Protection Agency should leverage the ability of regional planning agencies to assist disadvantaged communities in accessing federal and state funds.
- Increasing investments that maintain the health, recreational use, and economic benefits of Lake Michigan and the Great Lakes by providing long-term stable funding for the Great Lakes Restoration Initiative.
- Modernizing policies related to flooding, including making risk information available for property sales and reforming the National Flood Insurance Program to develop long-term solutions for properties that suffer repetitive losses or are at high risk of flooding.

## **Regional Economic Competitiveness**

Northeastern Illinois will thrive by making the region more competitive, expanding economic opportunity, and reducing inequity. With six Class I railroads, one of the nation's largest and fastest-growing air-cargo hubs, and the only maritime connection between the Great Lakes and the Mississippi River system, and more than \$3 trillion in goods moved annually, the region remains North America's freight hub. This massive concentration of freight activity in northeastern Illinois provides a competitive advantage that helps to drive the regional economy. However, this level of freight activity raises significant infrastructure challenges, including increased congestion directly impacting communities and passenger rail networks.

To address these and other region-wide economic challenges, more comprehensive federal support should be given to MPOs. The federal government should continue, through agencies like the Economic



Development Administration (EDA) and the U.S. Housing and Urban Development (HUD) in partnership with U.S. DOT, to support regional economies by providing increased funding for regional innovation, cluster-focused initiatives, and housing coordination. The federal government should also consider ways to ensure federal investments are comprehensive and strategic through increased coordination with regional transportation planning processes and state, county, and local economic plans.

### **Support the flow of people and goods through the region and country**

#### *CMAP supports:*

- Establishing a separate Office of Multimodal Freight within U.S. DOT to develop a comprehensive assessment of freight system needs with high quality data sets that will inform competitive and formula freight programs based on need and significant national impact.
- Requiring rail carriers to provide descriptions of how existing and future passenger rail service would be impacted in the event of a merger between rail carriers.
- Prioritizing communities that see increased freight traffic and delays due to Surface Transportation Board approved-rail mergers for programs that target mitigation against the negative impact of freight such as the Railroad Crossing Elimination Program.
- Creating a grade crossings data collection program that is transparent, regularly updated, uses quality public data, and supports communities most impacted by freight movement.

### **Strengthen inclusive economic growth regionally**

#### *CMAP supports:*

- Amending the national highway goals in 23 U.S.C. § 150 to add a measure for how well the transportation system connects people to jobs and services.
- Ensuring federal investments from the Economic Development Administration (EDA) are comprehensive and strategic through increased coordination with MPOs, especially in regions where an Economic Development District is not feasible.
- Continuation of American Rescue Plan Act EDA programs and funding levels that supported regional economic development, such as the Build Back Better Challenge, the Good Jobs Challenge, and the Economic Adjustment Assistance program.
- Support place-based housing mobility solutions, including funding for regional housing authority-led efforts.

### **Increase opportunities for comprehensive planning support**

#### *CMAP supports:*

- Requiring the FHWA and HUD to provide MPOs comprehensive technical assistance and support for the newly authorized regional housing coordination plan process, and ensuring MPOs have maximum flexibility to fund everything that is individually eligible within the housing coordination process.
- Making programs like the Thriving Communities Initiative permanent through the reauthorization process so that investment decisions across transportation, land use, and housing have long-term federal support from HUD and DOT.
- Providing targeted assistance and funding through programs like the Thriving Communities Initiative for community capacity building that includes Phase 1 engineering support, a key barrier for many disadvantaged communities in making projects a reality.

- Creating a joint office between DOT, HUD, and the EDA that provides comprehensive support to regions with federal funding opportunities at the intersection of transportation, housing, and economic development.

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## **2023 State Advocacy Agenda – DRAFT for discussion (as of 9/6/2022)**

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### **Introduction**

Over the past two years, the region has continued to grapple with the prolonged impacts of the COVID-19 pandemic and the ongoing uncertainty about our future economic outlook. With a chronically underfunded transit system, persistent economic inequality, and the growing threat of climate change, the region's long-standing challenges remain.

At the same time, the pandemic has also fostered a greater spirit of innovation and collaboration. ON TO 2050, and the update to the plan, provides a vision for how to overcome these new and enduring challenges and foster a more inclusive and thriving region. The Illinois General Assembly and Administration have critical roles to play to ensure we can realize this vision.

ON TO 2050's three principles of inclusive growth, resilience, and prioritized investment guide the Chicago Metropolitan Agency for Planning (CMAP)'s State Advocacy Agenda. The priorities in the agenda are aligned with the themes of CMAP's strategic direction – transportation, regional economic competitiveness, and climate, with an emphasis on how these focus areas are connected and strengthened with sound planning and regional collaboration.

### **Administration & Funding**

The pandemic highlighted the importance of strengthening local capacity and regional coordination. The Regional Planning Act, CMAP's enabling legislation, outlines a broad range of planning activities for the agency to undertake, including integrating transportation and land use planning with housing, water resources management, economic development, and more. Work that does not have a direct transportation nexus often requires external funding from multiple sources, limiting the resources available to undertake comprehensive and integrated planning processes.

CMAP's enabling legislation pledged that "additional funding shall be provided to CMAP to support those functions and programs authorized by [the Regional Planning Act]" (70 ILCS 1707/62). With more flexible funding, CMAP will be better positioned to fulfill our legislative obligations. We will seek to expand our work on municipal capacity building, climate resiliency, and water resources management. Additionally, more flexible funding will allow all of the state's MPOs to be more responsive to the pandemic's shifting of local mobility, land use, and economic needs. Given the many opportunities this funding will unlock, this will be CMAP's primary legislative priority this session.

#### *CMAP supports:*

- Providing annual funding to support implementation of the Regional Planning Act and comprehensive planning for the state's MPOs
- Increasing data sharing and transparency by state and local agencies, especially in instances that could aid in COVID-19 recovery, to guide data-informed policymaking and regional collaboration

### **Transportation**

Earlier in 2022, Governor Pritzker signed into law Public Act 102-1028, which directs CMAP in coordination with the Regional Transportation Authority (RTA) to devise a comprehensive set of legislative recommendations for the long-term financial sustainability of the transit system. The transit system urgently needs comprehensive, sustainable sources of revenue for the region to recover from the pandemic and prosper in the future. Furthermore, traffic congestion in northeastern Illinois remains a significant challenge. Freight congestion in particular is only expected to increase, likely further impacting Black and Latino communities that are already disproportionately harmed by emissions from the transportation sector.

The passage of the federal Infrastructure Investment and Jobs Act presents a tremendous opportunity to address some of the state's longstanding mobility issues and transportation concerns exacerbated by the pandemic. One notable area of opportunity is addressing the rise in traffic fatalities, which began climbing upward in 2010 and have continued to rise since the COVID-19 pandemic began. To complement federal funding opportunities, there are additional steps that can be taken to advance improvements in street design, the expansion of safe walking and biking infrastructure, and safety related policy changes.

### **Transportation funding and finance reform**

#### *CMAP supports:*

- Developing a comprehensive strategy to identify and enact new long term, sustainable sources of transit revenue
- Beginning the necessary steps, including implementing pilot projects, to replace the MFT with a road usage charge of at least 2 cents per mile indexed to an inflationary measure.
- Piloting different congestion pricing frameworks to assess how different options enhance mobility and limit impact on low-income drivers
- Instituting a regional fee on transportation network company (TNC) trips, and allowing anonymized trip data to be shared with third party transportation researchers and planners
- Providing incentives to employers to reduce VMT of their employees, and requiring employers of a certain size within the RTA service area to participate in the Transit Benefit Fare Program

### **Safe and complete streets**

#### *CMAP supports:*

- Expanding capacity at IDOT to address traffic safety concerns in a coordinated and comprehensive fashion, including through the creation of a new Safe and Complete Streets Coordinator position or similar role
- Creating a competitive grant program to incentivize municipalities to adopt road diets, design self-enforcing streets, and institute other traffic calming measures to improve traffic safety
- Giving municipalities greater ability to make safety related improvements by reducing the barriers municipalities encounter when seeking to lower speed limits
- Allowing additional municipalities to pilot automated technology to promote traffic safety in conjunction with instituting requirements to conduct an equity analysis assessing the impacts on communities of color, effectiveness in reducing speeding, and evaluating the opportunity to dedicate potential revenues to make safety related improvements in pilot areas

- Enabling transit agencies to use on-bus cameras to monitor and enforce traffic violations in dedicated bus lanes and bus stops
- Identifying dedicated resources to provide local governments with comprehensive ADA support

### **Innovation and transparency**

#### *CMAP supports:*

- Instituting performance-based planning and project selection measures for IIJA funded investments and making these metrics publicly available
- Modernizing transportation funding decision processes to prioritize demonstrated system needs, align with federal funding, and promote transparency

### **Regional Economic Competitiveness**

The COVID-19 pandemic has exacerbated long-standing challenges in the region's economy, including stagnating economic growth and pay disparities among communities of color. But the crisis has also created an opportunity to more intentionally rebuild the region and ensure economic growth that reduces inequality and strengthens the region's resilience. Local governments will continue to play an essential role in recovery, and creating more opportunities for regional collaboration and shared service delivery will help foster a stronger and more resilient economy. Additionally, transit service has been integral to keeping our regional economy moving forward. Ensuring service is responsive to changing mobility needs and job opportunities will be key to a successful recovery.

Furthermore, while 2020 Census data revealed that all seven counties in northeastern Illinois grew over the last ten years, the growth trajectory has slowed and lags behind peer regions. As Hispanic and Asian populations grew, there was a net decline in the number of Black residents. The region is also getting older, as Baby Boomers age and the birth rate for younger generations declines. To respond to these evolving trends and remain an economically competitive region, it is critical to prioritize strategic and sustainable development practices, incentivize the creation of high-quality jobs, and promote investment in disinvested areas.

### **Local and regional tax policy**

#### *CMAP supports:*

- Modernizing the sales tax, including broadening the sales tax base to include additional services to increase funding for transportation
- Increasing state revenue allocation to local governments and reforming state revenue disbursement criteria to reduce wide divergences across municipalities
- Allowing non-home rule municipalities to impose certain kinds of user fees to provide services and maintain infrastructure

### **Data standardization and transparency**

#### *CMAP supports:*

- Requiring a regular audit of all tax abatements, diversions, and credits for economic development

- Making comprehensive data on development incentives available, including consistent details on spending that clearly describe the purpose and recipients, the economic and fiscal impacts of incentive programs, and the quality of jobs created
- Giving research partners access to additional details about sales tax rebate agreements (including agreement text and amounts rebated) through data use agreements that protect proprietary business data
- Instituting TIF data reporting standards to allow planners and researchers to more easily assess TIF impacts and effectiveness across the region

### **Innovative service delivery**

#### *CMAP supports:*

- Providing funding for local governments to study implementation of consolidation and innovative partnerships, including shared services models
- Further enabling use of public private partnerships in the region, including providing resources for innovative financing, advancing design-build strategies, and promoting workforce equity

### **Equity in fees, fines, and fares**

#### *CMAP supports:*

- Authorizing local jurisdictions to create a pilot program to test income-based fines, escalating fines, or other alternative traffic violation fine structures that consider a driver's ability to pay that may be below the statutory minimum fine amount
- Expanding reporting of incidents of traffic violation fines and ticketing outcomes to allow for analysis with an equity lens

### **Climate**

The Climate and Equitable Jobs Act (CEJA) puts Illinois on a path toward a 100% clean energy future by 2050 by investing in renewable energy and promoting clean energy job creation. CEJA also includes important provisions to measure equity in access to clean energy resources and job training opportunities. In addition to CEJA, the Reimagining Electric Vehicles (REV) Act introduced new incentives to strengthen Illinois' competitiveness as a hub for electric vehicle manufacturing. Taken together, CEJA and REV Act put Illinois in a strong position to reduce emissions, especially from the energy sector, and build a clean energy workforce pipeline. Today, the transportation sector is the largest source of emissions in Illinois, highlighting the need to accelerate transportation mitigation efforts while protecting our communities from future climate risks.

The growing threat of climate change will also have a greater impact on local and regional water infrastructure needs. The region suffers major flood damage on an annual basis, degraded aquatic systems across the majority of the region, and water shortages in areas that are growing the fastest. Water infrastructure is expensive to maintain, and underinvestment can lead to economic, environmental, and public health challenges. Adopting a more integrated approach that coordinates planning and management of water supply, wastewater, and stormwater can help alleviate the burden municipalities individually and foster regional collaboration.

## **Integrated water resources management**

### *CMAP supports:*

- New, sustainable revenues to support state and regional water planning and enhanced coordination among the Illinois Department of Natural Resources, Illinois State Water Survey, Illinois Water Inventory Program, and regional partners
- Coordinating and standardizing community water supplier reporting requirements and improving data sharing across agencies and partners in support of an integrated water resources management approach
- Promoting equity in water infrastructure investments supported by the state revolving loan fund, including expanding capacity in low-income communities to promote access to loans
- Updating statewide design standards to reflect green infrastructure techniques and precipitation trends

## **Reducing transportation emissions**

### *CMAP supports:*

- Providing resources and incentives for local governments to complete Community Energy, Climate, and Jobs plans as described in CEJA
- Ensuring equitable deployment of and access to electric vehicle charging infrastructure across the region
- Establishing state transportation emissions reduction goals in alignment with federally required greenhouse gas emissions reduction targets and the DOT Carbon Reduction Program