



## Transportation Committee

### Annotated Agenda

Friday, April 16, 2021

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| <p><b>1.0 Call to Order/Introductions</b></p> <p><b>2.0 Agenda Changes and Announcements</b></p> <p><b>3.0 Approval of Minutes – February 26, 2021</b><br/>ACTION REQUESTED: Approval</p> <p><b>4.0 Committee Reports</b><br/>CMAP staff will provide an update on the CMAP Board activities. A summary of the recent committee activities is available on the <a href="#">Committee Updates</a> web page.<br/>ACTION REQUESTED: Information</p> <p><b>5.0 FFY 2019-2024 Transportation Improvement Program (TIP)</b></p> <p><b>5.1 Amendments and Administrative Modifications</b><br/>TIP Amendment <a href="#">21-04</a> was published to the <a href="#">eTIP web site</a> on April 9, 2021 for committee review and public comment. A memo summarizing formal TIP amendment 21-04 and administrative amendments <a href="#">21-04.1</a> and <a href="#">21-04.2</a> are included in the meeting materials. Staff requests approval of TIP Amendment 21-04.<br/>ACTION REQUESTED: Approval</p> <p><b>5.2 Semi-annual ON TO 2050/TIP Conformity Analysis and TIP Amendment</b><br/>The Conformity Amendment 21-06 closed on March 17, 2021. The analysis and amendment report will be posted for public comment from April 16 – May 17, 2021 and will be presented to the Transportation Committee on June 4, 2021 for consideration of recommending approval to the CMAP Board and MPO Policy Committee.</p> | <p>9:30 a.m.</p> |
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ACTION REQUESTED: Information

### **5.3 Self-Certification**

The MPO and the State are required to certify that the metropolitan transportation planning process complies with certain federal requirements at least every four years. Staff requests the Transportation Committee recommend to the MPO Policy Committee approval of the self-certification at the June 10, 2021 meeting.

ACTION REQUESTED: Approval

## **6.0 Community Data Snapshot**

The Community Data Snapshots are a series of county, municipal, and Chicago Community Area data profiles. These snapshots summarize demographics, housing, employment, transportation habits, retail sales, property values, and land use. Staff will present on potential process and content improvements and request feedback from the committee specifically on transportation content improvements.

ACTION REQUESTED: Discussion

## **7.0 2021 Call for Planning Assistance**

The impacts of the pandemic on local governments have strained municipal capacity while declining revenues are making it especially difficult to plan for 2021 and beyond. In collaboration with the Regional Transportation Authority, CMAP hosted a Call in January for communities to apply for technical assistance services that take these conditions into consideration. The focus of the 2021 Call was to support municipalities of high and very high need. Staff will give an overview of the 2021 Call offerings and summarize the process for application evaluation and award selection.

ACTION REQUESTED: Information

## **8.0 Garfield Green Line South LTA Project**

Staff will present an update on the Garfield Green Line South LTA project. CMAP is working with Elevated Chicago, community groups, and the Regional Transportation Authority (RTA) to update the Community Work Plan with the specific goal of continuing the progress of turning the station into a community asset. The project seeks to understand the impact that decades of disinvestment have had and work to change the narrative around a community with strong, positive amenities.

ACTION REQUESTED: Information/Discussion

## **9.0 Legislative Update**

Staff will provide an update on relevant federal and state legislative activities.

ACTION REQUESTED: Information

## 10.0 Other Business

### 11.0 Public Comment

This is an opportunity for comments from members of the audience. Since this meeting will be held virtually, members of the public are encouraged to submit comments to [transportation@cmap.illinois.gov](mailto:transportation@cmap.illinois.gov) by February 25, 2021. Comments received prior to the meeting will be read into the record by staff. Additional comments will be accepted during the meeting. The amount of time available to speak will be at the chair's discretion.

### 12.0 Next meeting

The next Transportation Committee meeting will be June 4, 2021.

### 13.0 Adjournment

#### Committee Members

_____	Charles Abraham	_____	Robert Hann	_____	Tom Rickert
_____	Darwin Burkhart	_____	Jessica Hector-Hsu**	_____	Jose Rios
_____	Kevin Carrier	_____	Tom Kelso	_____	Leon Rockingham
_____	Lynnette Ciavarella	_____	Fran Klaas	_____	Joe Schofer
_____	Michael Connelly	_____	Christina Kupkowski	_____	David Seglin
_____	Jon Paul Diipla	_____	Erik Llewellyn	_____	Chris Snyder*
_____	John Donovan***	_____	Kevin Muhs	_____	P.S. Sriraj
_____	Doug Ferguson	_____	Tara Orbon	_____	Scott Weber
_____	Tony Greep***	_____	Jessica Ortega	_____	Audrey Wennink
_____	Adrian Guerrero	_____	Heidy Persaud	_____	Rocco Zucchero

\*Chair

\*\*Vice-Chair

\*\*\*Non-voting



**Chicago Metropolitan Agency for Planning (CMAP)**  
**DRAFT**  
**Transportation Committee Meeting Minutes**

February 26, 2021  
Via GoToMeeting

**Members Present:** Chris Snyder, Chair – DuPage County, Jessica Hector-Hsu, Vice Chair – RTA, Chuck Abraham – IDOT OIPI, Brian Carlson – IDOT District 1, Kevin Carrier – Lake County, Lynnette Ciavarella – Metra, Michael Connelly – CTA, Jon Paul Diipla – McHenry County, John Donovan – FHWA, Doug Ferguson – CMAP, Tony Greep – FTA, Jackie Forbes – Kendall County, Chris Heibert – SEWPRC, Tom Kelso – IDOT OP&P, Christina Kupkowski – Will County, Aimee Lee – Tollway, Erik Llewellyn – Pace, Tom Rickert – Kane County, Jessica Ortega – Bike/Ped TF, Leon Rockingham – Council of Mayors, Joseph Schofer – Academic and Research, David Seglin – CDOT, Audrey Wennink – MPC

**Staff Present:** Erin Aleman, Lindsay Bayley, Anthony Cefali, Stephen Di Benedetto, Teri Dixon, Kama Dobbs, Lindsay Hollander, Victoria Jacobsen, Leroy Kos, Timi Koyejo, Kathleen Lane, Stephanie Levine, Elliot Lewis, Amy McEwan, Tim McMahon, Martin Menninger, Daniel Olson, Jared Patton, Stephane Phifer, Russell Pietrowiak, Dawn Raftery, Todd Schmidt, Gordon Smith, Matthew Stern, Mary Weber, Simone Weil, Laura Wilkison, Anna Williams

**Others Present:** Garland Armstrong, Heather Armstrong, Elaine Bottomley, Mitch Bright, Leonard Cannata, Emily Daucher, Michael Fricano, Aaron Gatdula, Tyler Grau, Kendra Johnson, Noah Jones, Mike Klemens, Daniel Knickelbein, Melinda Metzger, Melissa Meyer, Heather Mullins, Shari Pappas, Matthew Pasquini, Ryan Peterson, Leslie Phemister, Jessica Rio, Neline Sahagun, Jeffery Schielke, Zenaid Santos, Jamie Simone, Troy Simpson, Vicky Smith, Lindsay Umek, Nancy-Ellen Zusman, David Tomzik

**1.0 Call to Order and Introductions**

The meeting was called to order at 9:32 a.m. by Chairman Snyder. Ms. Bayley took a roll call of committee members present on the live stream.

**2.0 Agenda Changes and Announcements**

Chairman Snyder reminded members and other attendees of best practices for participating in a virtual format. He stated that as permitted in the

Governor's Disaster Declaration from January 8, 2021, the determination has been made that an in-person meeting is not practical or prudent for this committee. To ensure as transparent and open a meeting as possible, staff posted the meeting materials one week in advance, will provide a recording of this meeting linked on the CMAP website, and will take all votes by roll call. Chairman Snyder welcomed John Paul Diipla, the new McHenry County member on the Committee, as well as Jose Rios, the new District 1 Regional Engineer who will represent IDOT on the Committee.

### **3.0 Approval of Minutes – December 11, 2020**

Chairman Snyder requested a minor, editorial change to the minutes. A motion to approve the minutes, as amended, from the December 11 meeting was made by Mr. Rickert and seconded by Mayor Rockingham. A roll call vote was conducted, and the motion carried (roll call results shown at the end of the minutes).

### **4.0 Committee Reports**

Ms. Aleman provided an update on CMAP activities from the last month. At the request of the seven County Board Chairs and the City of Chicago, staff has formed an economic recovery task force, which includes experts from across the region. Over the next year, this task force will collaborate and work towards mutual priorities to help the region prepare for a stronger economy post-COVID-19.

Yesterday, the Regional Mobility Recovery plan kicked off. CMAP is coordinating with RTA and a number of regional stakeholders to continue thinking about COVID-19's impact on the transportation system. Ms. Aleman also noted that CMAP's state and federal legislative agenda have been approved by the CMAP Board. She congratulated the IL Tollway for expanding their IPASS Assist Program to households with lower incomes.

### **5.0 FFY 2019-2024 Transportation Improvement Program (TIP)**

#### **5.1 Amendments and Administrative Modifications**

Ms. Dobbs stated that TIP Amendment 21-03 was published to the eTIP web site on February 19, 2021 for committee review and public comment. A memo summarizing formal TIP amendment 21-02 and administrative amendments 21-03.1 and 21-03.2 is included in the meeting materials. This memo summarizes change requests for 76 projects, which includes cost changes to 47 projects and the addition of 18 new projects to the TIP. The formal amendment resulted in a net change to the total cost of projects of over \$154 million with a reduction in federal participation in projects of over \$269 million. The memo also summarizes 229 administrative change requests that were submitted by programs and accepted by staff.

Staff requested approval of formal TIP Amendment 21-03. A motion to approve was made by Mr. Seglin and second by Mr. Connelly. A roll call vote was conducted, and the motion carried (roll call results shown at the end of the minutes).

## **6.0 FFY 2022 UWP Budget**

Mr. Olson provided an overview of the FFY 2022 UWP budget. In accordance with an accelerated schedule approved by the UWP Committee to meet IDOT's submission timeline of April 1, 2021, CMAP issued a Call for Projects for the fiscal year 2022 on November 2. Due to the accelerated UWP schedule, the pandemic's impact on local budgets, and the request by federal and state partners to spend funds more efficiently the UWP Committee voted to pause the Competitive program and only conduct a Core program this year. The Competitive program will be evaluated over the remainder of the current fiscal year to develop a program that incorporates stronger performance measures and more efficient expenditures of resources. A new UWP Competitive program will be introduced with the FY23 Budget process.

Mr. Olson provided a brief overview of the FY2022 budget. The budget reflects efforts to ensure that CMAP remains operational and provides for the core transportation planning dollars for the City of Chicago, the Council of Mayors, McHenry County and the transit agencies. On January 13, 2021, the UWP Committee approved funding levels for the core proposals as listed in the memo.

Mr. Seglin thanked CMAP staff for pushing the accelerated schedule and the decision to move ahead with just the Core program. Ms. Hector-Hsu thanked CMAP staff for their hard work. However, RTA was disappointed to see the Competitive program removed this year. While RTA understands the practical reasons for this decision, the Competitive program is a great example of performance-based programming. Ms. Hector-Hsu stated they are pleased to see that the committee and staff will be evaluating the program and hopefully reinstating it in the future.

A motion to approve was made by Mr. Seglin and second by Mr. Rickert. A roll call vote was conducted, and the motion carried (roll call results shown at the end of the minutes).

## **7.0 2021 Pavement Condition Targets**

Mr. Schmidt provided an overview of the 2021 Pavement Condition Targets. Under MAP-21 and the FAST Act, State departments of transportation (DOTs) and metropolitan planning organizations (MPOs) are given separate responsibilities for establishing targets for pavement condition. State DOTs set 2- and 4-year targets and MPOs set only 4-year targets. As part of their midperformance review report to the Federal Highway Administration, IDOT has adjusted their 4-year state-wide targets. Mr. Schmidt reviewed the pavement performance measures, providing an example pavement condition calculation. He compared CMAP's 4-year targets to IDOT's adjusted 4-year targets, noting that CMAP's targets were set in 2018 when full distress data was not available. Today, staff is proposing adopting CMAP's new targets, which have been updated using the complete data set to better align with IDOT's adjusted targets. Mr. Schmidt requested that the committee approve a recommendation of the targets to the CMAP Board and MPO Policy Committee.

Mr. Seglin inquired whether CMAP targets are for the region and if there is regional baseline data that can be compared against IDOT's targets. Mr. Schmidt responded that

yes, CMAP's 2-year condition targets were established using regional data. Ms. Wennink inquired about the pavement management system CMAP is helping develop and whether this information will inform target setting in the future. Ms. Schmidt stated that IDOT is preparing a pavement management system that will include the entire National Highway System (NHS). This information was not ready for the latest target setting, but hopefully will be completed by the next target setting. Additionally, CMAP's Data Management Program is preparing pavement management systems and plans for local municipalities. To date, they have completed about 35 plans. The local plans do not directly inform the regional targets, but they do help with the NHS connectors that fall under local jurisdiction.

On a question from Chairman Snyder, Mr. Schmidt confirmed that CMAP is collecting pavement data on the federal aid highway system in the region on a 5-year cycle to inform the performance-based programming being done at the council level.

Mr. Rickert inquired how the targets will influence programming and projects in the region. Mr. Schmidt stated these targets do not impact funding at a regional level. However, the STP Program has become more of a performance-based program and staff collects pavement condition data for projects with federal eligible routes. Staff is continuing to work on how to incorporate this data in the next Call for Projects.

Mr. Seglin inquired whether this a federal requirement and what the benefits are of changing a 4-year target more than three years into the period being measured. Mr. Schmidt responded that yes, this is federal requirement and a good checkpoint to track progress. Mr. Seglin also asked why staff is suggesting adopting IDOT's targets for the region when the region's targets are different. Mr. Schmidt said that since CMAP's targets aligned well with IDOT's, staff wants to support IDOT's targets and to support IDOT's move away from a worst-first approach for pavement. With the ONTO 2050 update there will be new pavement performance targets for 2022-2025.

Ms. Aleman included that IDOT infused the Transportation Management Plan with additional data not required by FHWA in order to take into account variations of the systems and level of service. She highlighted that this data as well as regional data has played a vital role in setting targets to better address these issues.

A motion to approve was made by Mr. Connelly and second by Mayor Rockingham. A roll call vote was conducted, and the motion carried (roll call results shown at the end of the minutes).

## **8.0 2022 Transit Safety Targets**

Mr. Menninger discussed the newest federal performance measures for safety, reviewing the five main areas of target setting. The FTA developed a national transit safety plan that set performance measures agencies must use to report on and measure. As a result of this plan, 28 targets will be proposed for adoption today.

Ms. Metzger presented on Pace's Safety Plan. Pace's plan was guided by the Public Transportation Agency Safety Plan (PTSASP) and reviewed by the PTASP's Technical Assistance Center before recommendation to the Pace Board. The PTASP required many of Paces' current practices be formalized as part of the Safety Plan. To develop safety goals, Pace utilized data from the National Transit Database (NTD) from the previous five years. Utilizing a five-year rolling average formula, Pace set initial and future targets. Ms. Metzger stated that this plan and its structure encourages communication and coordination throughout all departments of Pace to continue to improve, implement and maintain processes to ensure the safety of its customers, employees and the public.

Ms. Rio presented on CTA's safety performance monitoring. CTA has a dedicated group of analysts who monitor measures and help departments set meaningful metrics and evaluate performance against objectives. CTA is focused on data-driven accountability and holds daily meetings to discuss key performance measures. Ms. Rio reviewed other safety processes CTA has in place to support their safety management system. CTA has also implemented a continuous safety improvement process that is subject to both internal and regulatory review. As this process evolves, CTA will adopt additional Key Performance Indicators (KPIs) and targets.

Mr. Menninger reviewed the targets set by CTA and Pace, discussing how these targets were combined and scaled to establish regional transit safety targets. Today, staff is requesting the committee approve the target recommendations for consideration by the CMAP Board and MPO Policy Committee.

Chairman Snyder inquired what constitutes a fatality or serious injury accident on the transit system. Ms. Metzger stated that Pace follows the NTD requirements. Thresholds for injuries include anyone transported away from the scene for medical attention and damage threshold is any property damage above \$25,000. For rail, Ms. Rio stated that the injury threshold is the same as Pace, but the damage threshold is not a dollar amount and is based on both an engineering and service criteria. Mr. Seglin asked if accidental death, murder or suicide that occur at a station are included in safety metrics. Ms. Rio said no, these would be included in security metrics, but medical fatalities do not count towards safety targets. Chairman Snyder inquired whether the data should be presented in rates rather than counts. Mr. Menninger stated agencies are required to provide both a count and a rate, however, in the future, data can be presented in a way that better depicts which direction indicates improvement.

Ms. Ciavarella stated that although Metra is not subject to the same FTA rules that CTA and Pace are, Metra is working with the Federal Railroad Administration (FRA) to complete their System Safety Program Plan (SSPP). This plan should be approved in the second quarter of this year. Once approved, Metra has three years to fully implement the plan.

A motion to approve the 2022 Transit Safety Targets was made by Ms. Hector-Hsu and seconded by Ms. Ciavarella. A roll call vote was conducted, and the motion carried (roll call results shown at the end of the minutes).

## **9.0 Safety Action Agenda Update**

Ms. Jacobsen provided an update on CMAP's Safety Action Agenda. She reviewed the need for the agenda, which was initiated by the alarming trend of rising traffic fatalities in the region as well as state-wide. Similarly, the region is seeing an uptick in non-motorized fatalities and serious injuries. Ms. Jacobsen discussed the goals of the Regional Safety Action Agenda, which includes centering the work on CMAP's core values, implementation levers, and ON TO 2050 guiding principals. She then reviewed the four components of the Safety Action Agenda, which include the assembly of a Traffic Safety Resource Group and involvement in the LTA Call for Projects, which now includes a safety planning category. Finally, Ms. Jacobsen discussed possible deliverables and next steps, which will involve public outreach and establishing metrics for measuring progress.

Chairmen Snyder inquired if there's a timeline for completing the deliverables. Ms. Jacobsen said the timeline for the resource group is around 18 months, but they hope there are ways they can effect change before the end of that term. There is a sense of urgency around this topic and staff would, at a minimum, like to start connecting people to resources.

## **10.0 RTA Human Services Transportation Plan**

Ms. Mullins discussed the Human Services Transportation Plan (HSTP), which identifies critical transportation needs for older adults, individuals with disabilities and people with low incomes. HSTP is a requirement through the FTA section 5310 grant program. Ms. Mullins reviewed the plan's timeline and detailed the extensive outreach RTA undertook such as stakeholder interviews, public surveys and virtual focus groups. She then discussed the seven existing and emerging mobility needs and service gaps RTA identified, which were used to form nine goals and strategies. Next month's Call for Projects will focus on implementing recommendations from the HSTP, as appropriate.

## **11.0 Equity in Fees, Fines & Fares Project**

Ms. Hollander presented on the Equity in Fees, Fines & Fares project, which aims to assess the equity impacts of existing and proposed transportation revenues sources on resident with lower incomes. Staff plans to develop policy recommendations to reduce disproportionate impact on residents with lower incomes while continuing to meet transportation revenue goals. Ms. Hollander highlighted the many partners staff convened with to provide expertise. She then discussed the evaluation process, highlighting specific challenges the region faces. Using the many finding from the project, staff is proposing seven recommendations to promote equity in fees, fines and fares. Ms. Hollander reviewed these recommendations as well as suggestions for implementation.

## **12.0 Legislative Update**

There was no legislative update.

## **13.0 Other Business**

Ms. Hector-Hsu stated that RTA is in the midst of a three-step recovery strategy for transit and the COVID pandemic. The second step is to execute on their current budget, which

includes a document that is out for public comment regarding sustaining critical transit. This document establishes methods for identifying transit critical need areas and using that structure to allocate CRRSAA funds. Public comments will be brought to the March RTA board meeting.

**14.0 Public Comment**

There was no Public Comment.

**15.0 Next Meeting**

The next Transportation Committee meeting is scheduled on April 16, 2021 at 9:30am.

**16.0 Adjournment**

The meeting adjourned at 11:44am.

**Roll Call Votes**

		Meeting Minutes 12.11.2020		TIP Approval 21-03		FFY 2022 UWP Budget		2021 Pavement Condition Targets		2022 Transit Safety Targets	
<b>Member</b>	<b>Agency</b>	<b>Y</b>	<b>N</b>	<b>Y</b>	<b>N</b>	<b>Y</b>	<b>N</b>	<b>Y</b>	<b>N</b>	<b>Y</b>	<b>N</b>
Chris Snyder	DuPage Co	Y		Y		Y		Y		Y	
Jessica Hector-Hsu	RTA	Y		Y		Y		Y		Y	
Chuck Abraham	IDOT DIPI	-		-		Y		Y		Y	
Brian Carlson	IDOT Dist 1	-		-		-		-		-	
Kevin Carrier	Lake Co	Y		Y		Y		Y		Y	
Lynnette Ciavarella	Metra	Y		Y		Y		Y		Y	
Michael Connelly	CTA	Y		Y		Y		Y		Y	
Doug Ferguson	CMAP	Y		Y		Y		Y		Y	
Jackie Forbes	Kendall Co	Y		Y		Y		Y		Y	
Chris Heibert	SEWRPC	Y		Y		Y		Y		Y	
Jon Paul Diipla	McHenry	-		-		-		-		-	
Tom Kelso	IDOT OP&P	-		-		-		-		-	
Christina Kupkowski	Will Co	Y		Y		Y		Y		Y	
Aimee Lee	Tollway	Y		Y		Y		Y		Y	
Erik Llewellyn	Pace	Y		Y		Y		Y		Y	
Jessica Ortega	Bike/Ped TF	Y		Y		Y		Y		Y	
Tom Rickert	Kane Co	Y		Y		Y		Y		Y	
Leon Rockingham	Council of Mayors	Y		Y		Y		Y		Y	
Joe Schofer	Academic	Y		Y		Y		Y		Y	
David Seglin	CDOT	Y		Y		Y		Y		Y	
Audrey Wennink	MPC	Y		Y		Y		Y		Y	

Respectfully submitted,

Mary Weber



## MEMORANDUM

**To:** CMAP Transportation Committee

**From:** CMAP Staff

**Date:** April 9, 2021

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

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Since the February 26<sup>th</sup> committee meeting, project programmers submitted 56 formal amendments for Transportation Committee consideration. Additionally, 172 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 21-04.

### Formal Amendment 21-04

A total of 56 formal amendments were submitted for Transportation Committee approval on amendment [21-04](#). Cost changes to 42 existing projects added \$708.4 million in total cost to the TIP. Another \$57.8 million was added with 10 new projects, and \$2.2 million was removed due to phases moving into or out of the active years (FFY 2021 – 2025) of the TIP on 4 projects. The overall change in total project cost within all prior, current, and future years due to this amendment is the addition of \$764 million and the federal participation in projects increased by just under \$2 million, as summarized below.

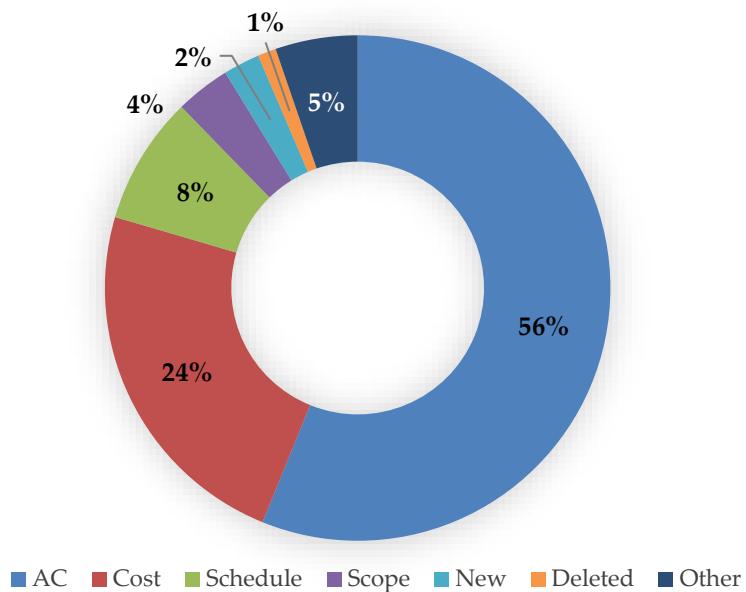
Type of change	# of projects	Change in total cost	Total cost before	Total cost after	Change in federal cost	Federal cost before	Federal cost after
Cost change	42	\$708.4	\$4,588.4	\$5,296.8	\$20.0	\$2,617.5	\$2,637.5
New project	10	\$57.8	\$0.0	\$57.8	\$0.0	\$18.9	\$18.9
Phase(s) added to/removed from TIP	4	-\$2.2	\$472.6	\$470.4	-\$18.3	\$171.2	\$152.9
<b>Grand Total</b>	<b>56</b>	<b>\$764.0</b>	<b>\$5,061.0</b>	<b>\$5,825.0</b>	<b>\$1.7</b>	<b>\$2,807.6</b>	<b>\$2,809.2</b>

All costs in \$ millions

### Administrative Amendments 21-04.1 and 21-04.2

A total of 172 Administrative Amendments were submitted, reviewed, and accepted by staff on amendments [21-04.1](#) and [21-04.2](#). 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.

**21-04.1 & 21-04.2 Administrative Amendment - Type of Change**



The majority of administrative changes submitted placed phases into or converted phases from Advance Construction (AC) status. Cost adjustments made with these changes resulted in \$1.6 million in total cost being added to the TIP. Cost changes for 40 projects added over \$86 million in total cost to the TIP. \$1.2 billion in total cost was added to the TIP with four new projects, however at this time the fund source for these projects is "TBD" and these projects are considered to be illustrative. A little over \$12 million in non-federal funds were removed from the TIP with the deletion of 2 projects. Cost changes made with scope and schedule changes added about \$600 thousand to the TIP. Excluding the four new "TBD" projects, nearly \$77 million in total cost and \$5.4 million in federal funding was removed from the TIP administratively. The type of change, number of projects affected, total project cost, and federal project cost information is shown in the table below. Total cost includes all fund sources and all project phases in prior, current, and future years of the TIP. Federal cost includes only federal fund sources for all project phases in prior, current, and future years of the TIP.

Type of change	# of projects	Change in total cost	Total cost before	Total cost after	Change in federal cost	Federal cost before	Federal cost after
Phase(s) placed in AC	73	\$2.3	\$1,481.1	\$1,483.4	-\$0.9	\$974.4	\$973.5
Phase(s) converted from AC	23	-\$0.6	\$1,169.9	\$1,169.2	-\$1.3	\$892.5	\$891.2
Cost change below thresholds	41	\$86.7	\$1,964.0	\$2,050.7	-\$3.2	\$1,276.6	\$1,273.4
Schedule change	14	\$0.2	\$2,169.7	\$2,169.9	\$0.0	\$1,308.0	\$1,308.0
Scope change	6	\$0.4	\$35.8	\$36.2	\$0.0	\$9.2	\$9.2
New project	4	\$1,213.8	\$0.0	\$1,213.8	\$0.0	\$0.0	\$0.0
Delete project	2	-\$12.1	\$12.1	\$0.0	\$0.0	\$0.0	\$0.0
Other	9	\$0.0	\$194.3	\$194.3	\$0.0	\$37.7	\$37.7
<b>Grand Total</b>	<b>172</b>	<b>\$1,290.7</b>	<b>\$7,026.8</b>	<b>\$8,317.5</b>	<b>-\$5.4</b>	<b>\$4,498.5</b>	<b>\$4,493.1</b>

All costs in \$ millions

ACTION REQUESTED: Approval of formal TIP Amendment 21-04



## MEMORANDUM

To: CMAP Transportation Committee

From: CMAP Staff

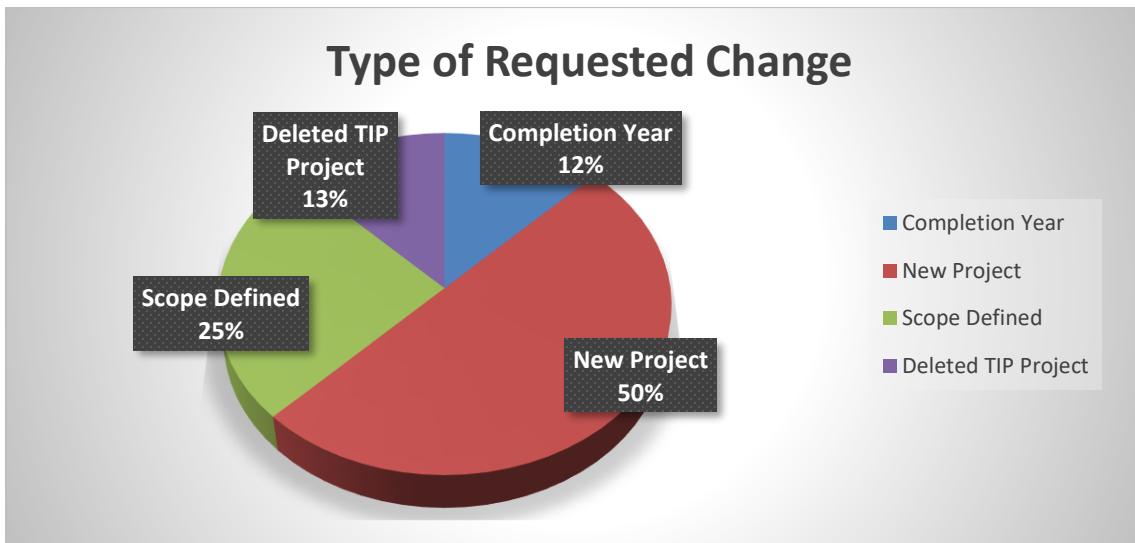
Date: April 9, 2021

Re: ON TO 2050/TIP Conformity Analysis & TIP Amendment

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In accordance with the semi-annual conformity analysis policy, CMAP staff asked programmers to submit changes, additions, or deletions to not exempt projects for inclusion in the regional air quality analysis of the FFY 2021-25 Transportation Improvement Program (TIP) and ON TO 2050. Of the changes requested, eight projects require air quality conformity analysis. Below is a summary by type of requested changes.



If the TIP amendment is approved, one not exempt project will be removed from the TIP and seven not exempt projects will either be added to the TIP or have the analysis associated with the project revised due to project changes or delays. These projects are included in the conformity analysis because funding for phases beyond preliminary engineering has been identified in the fiscally constrained TIP. Not exempt projects with only preliminary engineering funding and exempt tested projects are excluded from conformity analysis.

The new projects are:

- [TIP ID 09-21-0005](#): Randall Rd at Big Timber Rd
- [TIP ID 09-21-0019](#): Randall Rd at IL 72
- [TIP ID 12-21-0026](#): Theodore Street
- [TIP ID 12-21-0028](#): Olympic Boulevard

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

Other changes to existing projects are described below.

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, 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.

One not exempt project crossed an analysis year and is included in the conformity analysis:

- [TIP ID 12-12-0033](#): Weber Road (CH 88) from 135th Street (Romeo Road) to Airport Road (Lockport Road)

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

- Not exempt work types are expected to affect air quality and must be included in the conformity analysis. Examples of not 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.

Two prior exempt now re-established as not exempt projects are presented here, the first through a change of scope of an associated road diet as it approaches the priority bridge structure, the second as a roadway and an intersection expansion:

- [TIP ID 01-11-0004](#): 39th St/Pershing Rd at Racine Ave to CR RR (1.3 mi W of I-94)
- [TIP ID 09-02-0007](#): Randall Rd at Hopps Road

The following project is being deleted and will be removed from the travel demand model:

- [TIP ID 03-03-0101](#): Meacham Rd from Kirchoff Rd to IL 62 Algonquin Rd

The public website of the [eTIP database](#) is available through the hyperlink for current project information. Newly submitted changes are found in the [21-06 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 the US Environmental Protection Agency's MOVES 2014a model. The model generated on-road emission estimates for each precursor or direct pollutant in each analysis year were produced using the new vehicle population file.

For ozone precursors volatile organic compounds (VOC) and nitrogen oxides (NOx), the resulting emissions inventories estimates fell below the applicable budgets for the 1997 ozone maintenance State Implementation Plan (SIP) and the 2008 and 2015 Ozone NAAQS as shown in the table below.

### VOC and NOx Emissions in Tons per Summer Day for Ozone Conformity

Year	Volatile Organic Compounds		Nitrogen Oxides	
	Northeastern Illinois	SIP Budget	Northeastern Illinois	SIP Budget
2025	53.42	60.13	85.17	150.27
2030	43.62	60.13	60.81	150.27
2040	34.10	60.13	51.31	150.27
2050	34.32	60.13	53.79	150.27

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 March 29, 2021

### Direct PM<sub>2.5</sub> and NOx 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	1,310.65	2,377.00	32,660.45	44,224.00
2030	967.20	2,377.00	23,721.84	44,224.00
2040	866.48	2,377.00	20,586.88	44,224.00
2050	920.36	2,377.00	21,553.24	44,224.00

## **Greenhouse Gas (GHG) Mobile Source Emissions (Informational Only)**

<b>CO<sub>2</sub> Equivalent in Tons per Year</b>	
<b>Year</b>	<b>Northeastern Illinois</b>
2025	28,169,868.67
2030	26,070,488.03
2040	25,371,871.45
2050	26,727,742.58

*Note: GHG mobile source targets have not been established for the region.*

**ACTION REQUESTED:** Recommend finding of conformity and approval of TIP Amendment 21-06 to the MPO Policy Committee.



## MEMORANDUM

**To:** CMAP Transportation Committee

**From:** CMAP Staff

**Date:** April 9, 2021

**Re:** Self-Certification

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The MPO Policy Committee is charged with implementing the metropolitan planning process in accordance with applicable federal requirements, including the Fixing America's Surface Transportation Act (FAST Act), the Clean Air Act, the Civil Rights Act and the Americans with Disabilities Act. By federal law, agencies providing transportation services and/or receiving federal money must comply with the requirements described below. The MPO Policy Committee will be asked to approve the self-certification this June. Attached at the end of this memo is the certification that staff is asking the Transportation Committee to recommend to the MPO Policy Committee for approval.

### 1. Highway and Public Transportation

- **23 U.S.C. 134** – Highways, Sec. 134. Metropolitan Planning  
Describes the legal framework for metropolitan planning areas (MPAs) and the conduct of the metropolitan transportation planning processes, development of transportation plans, programs, and activities to encourage and promote the safe and efficient management, operation and development of transportation systems.
- **49 U.S.C. 5303** – Public Transportation, Sec. 5303. Metropolitan Transportation Planning  
Provides the legal framework to encourage and promote the safe and efficient management, operation, and development of surface transportation systems that will serve the mobility needs of people, as well as freight and foster economic growth and development within and between States and urbanized areas. It also encourages the continued improvement of the metropolitan and statewide transportation planning processes.
- **23 CFR 450.336 (a)**, Self-certifications and Federal certifications  
Regulations to ensure the State and MPAs certify at least every four years that the metropolitan planning process is being carried out in accordance with applicable requirements.

## **2. Clean Air Act and Related Regulations**

- Clean Air Act (CAA)

The law that defines the Environmental Protection Agency's responsibilities for protecting and improving the nation's air quality and the stratospheric ozone layer, per the Clean Air Act Amendments of 1990.

- **40 CFR part 93** – Determining Conformity of Federal Action State or Federal Implementation Plans

Sets forth policy, criteria, and procedures for demonstrating and assuring conformity of such activities to an applicable implementation plan developed pursuant to the CAA. This section also provide procedures for air quality nonattainment and maintenance to implement requirements with respect to the conformity of transportation plans, programs, and projects which are developed, funded, or approved by the United States Department of Transportation (USDOT), and by MPOs or other recipients of highway or transit funds.

## **3. Title VI of the Civil Rights Act of 1964**

The law states "No person in the United States shall, on the ground of race, color, or national origin be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving Federal financial assistance." Title VI of the Civil Rights Act of 1964 set a standard which authoritatively outlawed discrimination in the conduct of all federal activities. Subsequent laws and Presidential Orders added handicap, sex, age, and income status to the criteria for which discrimination is prohibited.

## **4. 49 U.S.C. 5332**

States a person may not be excluded from participating in, denied a benefit of, or discriminated against under, a project, program, or activity receiving financial assistance under this chapter because of race, color, religion, national origin, sex, disability, or age.

## **5. Section 1101(b) of the FAST Act (Pub. L. 114-357) and 49 CFR part 26**

Provides the legal and regulatory framework regarding the involvement of disadvantaged business enterprises in USDOT funded projects.

## **6. 23 CFR part 230**

Provides regulatory standards for the implementation of an equal employment opportunity program on federal and federal-aid highway construction contracts.

## **7. The American Disabilities Act (ADA) of 1990 (42 U.S.C. 12101 et seq)**

Prohibits discrimination against people with disabilities in employment, transportation, public accommodation, communications, and governmental activities. It prohibits the discrimination on the basis of disability by public accommodations and in commercial facilities.

- **49 CFR part 27** specifies nondiscrimination on the basis of disability in programs or activities receiving federal assistance;
- **49 CFR part 37** covers transportation services for individuals with disabilities; and

- **49 CFR part 38** covers ADA accessibility specifications for transportation vehicles.
8. **The Older Americans Act, as amended (42 U.S.C. 6101)**  
Prohibits discrimination on the basis of age in programs or activities receiving federal assistance.
9. **Section 324 of title 23 U.S.C.**  
Prohibits discrimination based on gender.
10. **Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 CFR part 27**  
Prohibits discrimination against individuals with disabilities

ACTION REQUESTED: Recommend Approval of Self Certification to MPO