



COUNCIL OF MAYORS

AGENDA - FINAL

Tuesday, January 17, 2023

9:30 AM

Please join from your computer, tablet or smartphone
<https://us06web.zoom.us/j/87953639772>

You can also dial in using your phone.
(312) 626-6799
Meeting ID: 879 5363 9772

If you would like to speak during a public meeting, email your statement or question at least 24 hours before the meeting to info@cmap.illinois.gov. CMAP staff will read aloud submitted comments and allow any others who wish to speak during time scheduled for public comment.

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

1.0 Call To Order

2.0 Approval of Minutes

2.01 Minutes from the Council of Mayors Executive Committee, September 13, 2022

[23-055](#)

PURPOSE & ACTION: Approval of minutes from the Council of Mayors Executive Committee meeting on September 13, 2022.

ACTION REQUESTED: Approval

Attachments: [Council of Mayors minutes 2022.09.13](#)

3.0 Updates

3.01 CMAP update

[23-004](#)

PURPOSE & ACTION: CMAP leadership will provide an update on agency activities.

ACTION REQUESTED: Information

Attachments: [2023 IJA Priority Projects for Northeastern Illinois](#)

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- 3.02 STP Project Selection Committee update and STP Shared Fund, CMAQ, Carbon Reduction Program, and Local Transportation Alternatives Program (TAP-L) call for projects** [23-006](#)
- PURPOSE & ACTION: Staff will provide an update on activities of the STP Project Selection Committee and the upcoming call for STP Shared Fund, CMAQ, Carbon Reduction Program, and Local Transportation Alternatives Program (TAP-L) projects.
- ACTION REQUESTED: Information
- 3.03 ADA planning update** [23-007](#)
- PURPOSE & ACTION: Staff will provide a brief update on the agency's ADA planning efforts.
- ACTION REQUESTED: Information
- 3.04 Transportation safety update** [23-013](#)
- PURPOSE & ACTION: Staff will provide a brief update on the agency's ongoing transportation safety work.
- ACTION REQUESTED: Information
- 3.05 Local Government Network update** [23-008](#)
- PURPOSE & ACTION: Staff will provide an update on recent and upcoming Local Government Network initiatives.
- ACTION REQUESTED: Information
- 3.06 IDOT Bureau of Local Roads update** [23-048](#)
- PURPOSE & ACTION: IDOT Local Road Staff will provide an update.
- ACTION REQUESTED: Information
- 3.07 Government Affairs update** [23-009](#)
- PURPOSE & ACTION: Staff will provide an update on recent legislation relevant to the agency's work.
- ACTION REQUESTED: Information
- Attachments:** [CMAQ AdvocacyAgenda](#)
- 4.0 Information Items**
- 4.01 Plan of Action for Regional Transit (PART)** [23-011](#)
- PURPOSE & ACTION: Staff will provide an overview of the ongoing collaboration with the RTA to develop a Plan of Action for regional Transit.
- ACTION REQUESTED: Discussion
- 4.02 Planning Call for Projects** [23-010](#)
- PURPOSE & ACTION: Staff will provide an overview of the recent Planning Call for projects.
- ACTION REQUESTED: Information
- 4.03 2022 Municipal Survey** [23-012](#)
- PURPOSE & ACTION: Staff will provide an overview of CMAP's recent municipal survey.
- ACTION REQUESTED: Information
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5.0 Other Business**6.0 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 time for the public comment period will immediately follow the last item on the agenda.

7.0 Next Meeting

The next meeting is scheduled for April, 18, 2023.

8.0 Adjournment

COUNCIL OF MAYORS

MEETING MINUTES - DRAFT

Tuesday, September 13, 2022

9:30 AM

Please join from your computer, tablet or smartphone
<https://us06web.zoom.us/j/81450848922>

You can also dial in using your phone.

United States: +1 312 626 6799

Meeting ID: 814 5084 8922

1.0 Call To Order

Representing agencies present:

Central Council of Mayors: President Alice Gallagher, Western Springs

Kane Council of Mayors: Mayor Jeffery Schielke, Batavia

Kane Council of Mayors: President John Skillman, Carpentersville

Lake Council of Mayors: Mayor Leon Rockingham, North Chicago

McHenry Council of Mayors: Mayor Emily Berendt, Bull Valley

North Central Council of Mayors: President Jeffrey Sherwin, Northlake

North Central Council of Mayors: Mayor Joseph Tamburino, Hillside

North Shore Council of Mayors: President Greg Lungmus, Northfield

North Shore Council of Mayors: Mayor George Van Dusen, Skokie

Northwest Council of Mayors: President Karen Darch, Barrington

Northwest Council of Mayors: President Thomas Hayes, Arlington Heights

South Council of Mayors: President Michael Einhorn, Crete

South Council of Mayors: President Bob Kolosh, Thornton

Southwest Council of Mayors: President Dave Brady, Bedford Park

Southwest Council of Mayors: President Mary Werner, Worth

Will Council of Mayors: President Keith Ogle, Frankfurt

Staff present: Laurent Ahiablame, Erin Aleman, Lindsay Bayley, Leonard Cannata, John Carpenter, Teri Dixon, Kama Dobbs, Phoebe Downey, Alex Ensign, Doug Ferguson, Jon Haadsma, Kasia Hart, Natalie Kuriata, Linda Mastandrea, Amy McEwan, Tim McMahan, Alexis McAdams, Jason Navota, Jared Patton, Stephane Phifer, Russell Pietrowiak, Julie Reschke, Jennie Vana, Blanca Vela-Schneider, Mary Weber, Piotr Wietrzak

Others present: Anthony Cefali, Kaci Crowley, Eric Czarnota, John Donovan, Jon Paul Diipla, Jackie Forbes, Michael Fricano, Kristen Hahn, Kendra Johnson, Peter Kersten, Mike Klemens, Heidi Lichtenberger, Brittany Matyas, Joe Surdham, Freddie Vasquez

2.0 Approval of Minutes

A motion to approve the minutes from the April 19, 2022 and July 19, 2022 meetings was made by President Lungmus and seconded by Mayor Rockingham. The motion was approved.

2.01 Minutes from April 19, 2022 and July 19, 2022.

[22-437](#)

ACTION REQUESTED: Approval

Attachments: [CoM EC Minutes 2022.04.19](#)
[CoM EC Minutes 2022.07.19](#)

The agenda item was approved.

3.0 New Business

3.01 CMAP Update

[22-438](#)

PURPOSE & ACTION: CMAP leadership will provide an update on recent agency actions.

ACTION REQUESTED: Information

CMAP executive director Erin Aleman began her update by congratulating Chair Schielke on the recent renaming of Batavia's Village Hall in his honor. Ms. Aleman then gave an overview of CMAP's upcoming board meeting, which will include an update on CMAP's efforts to build consensus around a regional priority projects list for infrastructure projects pursuing funding through IJJA. Ms. Aleman specifically highlighted the Safe Streets and Roads for All grant, for which CMAP coordinated a joint, regional application involving the seven counties and IDOT.

Ms. Aleman also informed the committee that CMAP will be releasing a call for projects later in the fall to identify local planning projects to receive technical assistance. Ms. Aleman then explained that CMAP is reviewing the environmental impact study for the proposed rail merger of the Pacific and Kansas City Southern railroads. Public comment is currently open, so now is the time to provide feedback.

Finally, Ms. Aleman gave an overview of CMAP's updated state and federal legislative agenda.

There were no questions.

3.02 IDOT Bureau of Local Roads Update

[22-404](#)

PURPOSE & ACTION: IDOT Local Roads staff will provide an update.

ACTION REQUESTED: Information

Chad Riddle of the IDOT Bureau of Local Roads was unavailable for today's meeting. The Committee was invited to share any questions or concerns to be passed on to Mr. Riddle. There were no questions.

3.03 STP Project Selection Committee update

[22-405](#)

PURPOSE & ACTION: Staff will provide an update on activities of the STP Project Selection Committee and review the FFY 2023 - 2027 Local STP Programs memo.

ACTION REQUESTED: Information

Attachments: [STP-L CoM EC Memo](#)

CMAP analyst Kama Dobbs provided an update on the recent work of the STP Project Selection Committee. The committee has met twice since the last meeting of the Council of Mayors Executive

Committee. At those meetings, staff presented potential methodology changes for discussion, including modifying the calculation of the jobs and household score to better account for the subregional reach of projects. Additional work will be done on this topic before a decision is made at the November meeting. Staff also proposed modifying the current transit station improvement category to include improvements to commuter rail yards and terminals as eligible projects. The committee agreed with this change. The committee also supported the establishment of minimum thresholds for project consideration based on need scores, as well as minor modifications to subregional priority points. Finally, staff presented options for relaxing the requirement for preliminary engineering to be substantially complete prior to applying for funding. A final proposal on this topic will be presented at the November meeting.

Ms. Dobbs then provided an update on the STP local program. CMAP's transportation committee and MPO policy committee will be considering 12 amendments to the TIP that include more than \$470 million in federal fundings for 216 new, locally sponsored projects.

3.04 Making it Better--CMAP's plan to help northeast Illinois improve accessibility

[22-400](#)

PURPOSE & ACTION: CMAP staff will provide an overview and discussion of the agency's plans to help municipalities across the region comply with Title II of the Americans with Disabilities (ADA) Act.

ACTION REQUESTED: Information

CMAP director Linda Mastandrea provided an overview of the agency's ongoing and upcoming work to support ADA transition planning throughout the region. Ms. Mastandrea began by discussing the importance and value of expanding accessibility and then outlined the legal requirements that most local governments must meet, including the development and implementation of an ADA transition plan. Ms. Mastandrea then outlined CMAP's plan for supporting expanded inclusion and integration of people with disabilities in region. These efforts include education and training about legal requirements and how to meet them, technical assistance to guide communities through the transition planning process, and toolkits and resources to facilitate this work. Finally, Ms. Mastandrea emphasized that while CMAP is taking the lead, making progress in this area will require everyone working together.

Chair Shielke thanked Ms. Mastandrea for the presentation and said that his community is home to many senior citizens, and that accessing digital resources can be a challenge for them. Ms. Mastandrea agreed that there is a range of technological ability in every community and emphasized that CMAP's outreach will include a variety of initiatives, including low and no-tech resources and engagement opportunities.

3.05 RTA strategic plan

[22-403](#)

PURPOSE & ACTION: RTA staff will provide an update on the strategic plan, including a discussion about key areas for action and advocacy in 2023.

ACTION REQUESTED: Information

Attachments: [Action and Advocacy Agenda August 2022](#)

RTA Principal Planner Peter Kersten provided an update on the RTA's ongoing effort to create an updated regional transit strategic plan. Mr. Kersten began his presentation by outlining challenges facing regional transit in northeastern Illinois, and specifically highlighted funding concerns resulting

from pandemic-related reductions in system ridership. Mr. Kersten then outlined the year-long process to develop both the strategic plan and a ten-year financial plan and explained the key points the plan will seek to address, including safety, affordability, accessibility, sustainability, and emissions reductions, among others. Mr. Kersten concluded his presentation by inviting committee members to attend future engagement events. There were no questions from the committee.

3.06 Legislative Update

[22-406](#)

PURPOSE & ACTION: CMAP staff will provide an update on recent legislation affecting the agency and its work.

ACTION REQUESTED: Information

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

CMAP director John Carpenter provided a brief update on the agency's recent initiative to create updated state and federal legislative agendas. Senior intergovernmental affairs specialists Tim McMahon and Kasia Hart then provided a detailed overview of the agency's federal and state agendas, which include recommendations for transportation, climate, and regional economic competitiveness. Finally, Mr. Carpenter reviewed next steps for the agendas, which will go to the CMAP board for review in November and approval in January.

Chair Schielke raised concerns about the effect that the recent redistricting process may have on representation in Springfield. There were no additional questions or comments.

4.0 Other Business

Mayor Karen Darch highlighted that both the RTA strategic plan and CMAP's legislative agenda address pandemic-related decreases in transit ridership. Mayor Darch stated that transit is a critical part of many communities, and that it is important not to prematurely decide that these reductions are permanent. President Einhorn agreed with Mayor Darch and emphasized that the region needs to be realistic and strategic when planning large investments.

5.0 Public Comment

There was no public comment.

6.0 Next Meeting

The next meeting is scheduled for early 2023.

The next meeting will be held in January 2023. Committee members will be notified via email when 2023 meeting dates have been finalized. Meeting dates will also be posted on CMAP's website.

7.0 Adjournment

Northeastern Illinois Infrastructure Initiative

INVEST HERE



AND

INVEST EVERYWHERE

January 2023

MESSAGE FROM THE CHICAGO METROPOLITAN AGENCY FOR PLANNING

The Infrastructure Investment and Jobs Act (IIJA) creates a transformational opportunity to strengthen northeastern Illinois' transportation system, which has a far-reaching impact on the economic strength and resiliency of Illinois, the Midwest, and the nation.

Investing in northeastern Illinois is an investment everywhere. Our region is the third largest U.S. metropolitan area strategically located at the center of the country and the global economy. It's the nation's hub for freight and goods movement, home to big business and industry with major highways, O'Hare and Midway International Airports, a world-class port on Lake Michigan, and more.

This report reflects the highest-priority projects across the region. It is supported by the State of Illinois, the City of Chicago, the seven counties, RTA, CTA, Metra, Pace, and the CREATE program.

Our region is speaking with one voice. Transportation partners worked together to prioritize and achieve consensus around big, bold, sustainable solutions to our region's transportation challenges. In fact, these projects align with the core principles that guide IIJA and our region — inclusive growth, resilience, and prioritized investment.

For example, our proposed Mega projects to modernize I-290 Blue Line corridor and Chicago's Union Station, along with Metra lines that serve commuters throughout our region, embody the goals of IIJA. As nationally significant projects with multi-jurisdictional support from nearly a dozen agencies, these multimodal projects will go a long way to connect and strengthen communities here and well beyond our borders.

For these reasons and so much more, we believe this region delivers distinctiveness not found in any other market. With support from IIJA, we are ready to rebuild and reimagine our infrastructure so that it is equitable, sustainable, resilient, accessible, and safer for our nearly 8.6 million residents.

Sincerely,



Erin Aleman
Executive Director of CMAP



Mayor Gerald R. Bennett
CMAP Board Chair and Palos Hills Mayor



BIG, BOLD, MEGA TRANSPORTATION PROJECTS

Northeastern Illinois Infrastructure Initiative

1 region with **7 counties** and **8.6M** people

1 regional transportation voice

17 transportation agencies' participation in IIJA regional collaborative process

5 convenings in 2022

1 goal:

Working together with a shared vision of prioritized investment, we can foster more competitive applications that result in more dollars granted and more shovel-ready projects, yielding a stronger, more equitable, and resilient region

3 key objectives:

1. Identify and align priority projects
2. Analyze and prioritize projects
3. Achieve consensus on list of priority projects and programmatic priorities

1 list of priority projects

24 transformational investments that will grow the regional and national economies, and make our transportation system safer and more resilient



Chicago Hub Improvement Program (CHIP)

This [multi-state supported project](#) includes three major components: Chicago Union Station (CUS) Enhancements, Chicago Area Infrastructure Improvements, and Chicago-Detroit Infrastructure Improvements. This project will provide significant economic benefits across the Midwest as the key to increasing passenger rail service to more than 160 communities, and to connecting O'Hare Airport (4th busiest in the world) to McCormick Place, which sees 3 million visitors annually from across the world. It aims to transform high-speed regional and intercity passenger rail service, connect job centers, reduce our carbon footprint, and more:

- Expand service in the Midwest boosting local economies
- Deliver faster and more reliable service
- Improve rider accessibility and the customer experience for both Amtrak and Metra riders
- Modernize the nearly century-old CUS to provide code-compliant, accessible platforms
- Improve safety and yield environmental benefits from fewer vehicles on roads
- Promote equity, social justice, and environmental justice

I-290 - Blue Line Modernization

This first-of-its kind multimodal corridor is a [priority project](#) for the region given the many economic, safety, and mobility benefits:

- Fully reconstruct 1958-era track, reduce vehicular congestion, and improve person throughput in the corridor
- Fully accessible transit stations
- Grow the economy and jobs (+19,000 construction-related jobs)
- Grow prosperity and inclusion in traditionally economically disconnected areas.
- Improve resilience and environmental justice

CREATE Program (75th Street Corridor)

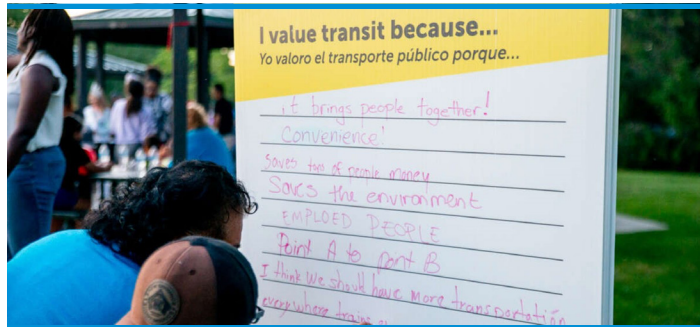
The largest project in the [Chicago Region Environmental and Transportation Efficiency \(CREATE\) Program](#) provides regional and national economic and environmental benefits:

- Increase passenger and freight rail efficiencies, improve service performance, and improve safety and traffic delays
- Advance national goals of supporting the country's supply chain, enhancing passenger rail service, and directly benefiting Justice40 communities along the corridor
- Eliminate the most congested rail chokepoint in the Chicago terminal — Belt Junction — where 30 Metra and 90 freight trains cross paths each day

Target IIJA opportunities

- Multimodal Discretionary Grant Program (Mega and INFRA)

THE REGION RIDES ON TRANSIT



Transit is the Answer

The region's transit systems continued to be a lifeline for more than 250,000 daily riders during the worst of the pandemic. While many continued to ride, many other people stopped riding transit or rode less frequently, which meant that fewer fares were collected. The region's transit agencies — Chicago Transit Authority, Metra, and Pace — are bracing for an expected budget shortfall of \$730 million by 2026. The Regional Transit Authority's [Transit is the Answer](#) and CMAP's Plan of Action for Regional Transit will develop comprehensive solutions that can sustain the future of transportation and strengthen the second largest transit system in the country.



Investing in accessibility for an inclusive and thriving region

The All Stations Accessibility Program (ASAP) can provide needed funding to invest in our region's legacy rail system by upgrading stations and meeting or exceeding Americans with Disabilities Act (ADA) standards. CTA and Metra are committed to making the region's rail system 100 percent ADA accessible. This funding will support the CTA's [ASAP](#), a blueprint for making the remaining rail stations fully accessible over the next two decades. While the Metra Station Accessibility Plan (MSAP) is currently being drafted, the agency's 2023-2027 Capital Program will make 11 of the system's 57 stations - that are currently not accessible - fully accessible.

Target IJIA opportunity

- All Station Accessibility Program (ASAP)



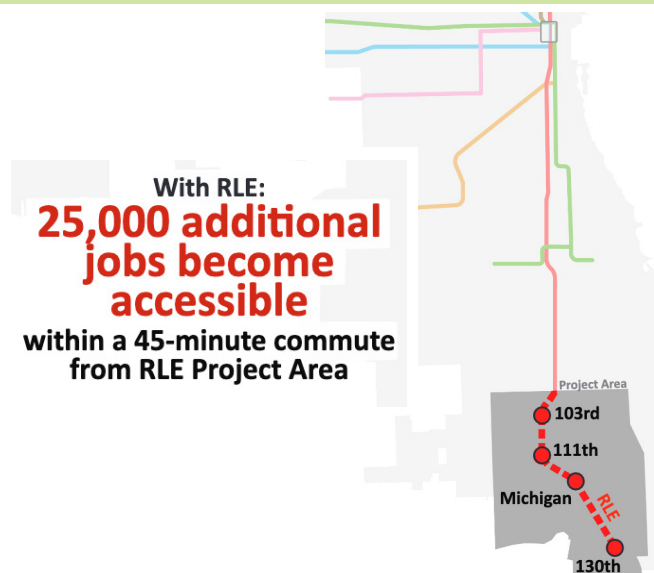
Red Line Extension (RLE)

The proposed Chicago Transit Authority's (CTA) [Red Line Extension](#) project would extend the line 5.6 miles from the existing terminal at 95th/Dan Ryan to 130th Street and add four new fully-accessible stations delivering benefits to Chicago, Cook County and the entire region. RLE will connect more than 100,000 residents to 25,000 additional jobs within a 45-minute commute. Over the life of the project, RLE is estimated to deliver more than 3,200 jobs annually, nearly \$2 billion in pay to workers on the project, and more than \$5 billion in total business output to Cook County.

- Advance equity and federal Justice40 goals by expanding affordable rapid transit to historically underserved communities
- Promote economic opportunity through connections to jobs, educational opportunities, housing, and other services, as well as economic development on the City's Far South Side
- Improve air quality, reduce greenhouse gas emissions, and provide multi-modal connections at stations to bus, bike, pedestrian, and park and ride facilities

Target IJIA opportunity

- Capital Investment Grant Program (New Starts)



Investing in bus priority improvements to keep our region moving

IJIA provides opportunities such as FTA's Capital Investment Grants Program to support the region's bus rapid transit (BRT) efforts.

- Pace's [Bus on Shoulder](#) program continues to expand with routes on I-55, I-94, and I-90; I-55 ridership is up more than 700 percent since the program launched and on-time performance is up 20 percent.
- As part of the Driving Innovation strategic vision plan, Pace has committed to expanding its [Pulse network](#) of arterial bus rapid transit that provides fast, frequent, and reliable bus service in heavily traveled corridors of Chicagoland.
- The [Bus Priority Zone program](#) is a partnership between CTA and CDOT that targets pinch points along major bus routes to speed up "bus slow zones," which are often caused by traffic congestion, insufficient space for bus boarding, or a major intersection that creates a bottleneck. CTA and CDOT will continue to identify targeted corridors for bus priority investments in the [Better Streets for Buses plan](#) – a comprehensive, citywide plan for bus priority streets in Chicago.

Pace Pulse Halsted Line

The South Halsted Pulse Line project is a collaboration between Pace and CTA that provides bus-focused enhancements along South Halsted between the CTA 79th St Red Line Station and the Pace Harvey Transportation Center. Future improvements include Pulse Halsted Line stations every half mile between 95th St and 154th St, as well as sections of dedicated bus lanes, queue jumps, transit signal priority and local stop improvements throughout the corridor.

Pace I-294 Passenger Facilities Improvements

The Tri-State (I-294) Tollway is a north-south roadway in the Chicago region, providing access to major employment centers and O'Hare International Airport. In 2016, the Illinois Tollway initiated its Central Tri-State (I-294) Project, which includes a 22-mile segment carrying the heaviest volume of passenger and freight traffic and twice the amount of congestion delays compared to the entire Tollway system. The Regional Transportation Authority (RTA) and Pace identified ways that Pace buses can capitalize on roadway improvements being constructed by the Illinois Tollway and support future Bus on Shoulder services along I-294 connecting riders from Harvey to O'Hare Airport, promoting regional coordination, equity and bus-rapid-transit.

Target IJIA opportunities for Northeastern Illinois

- Capital Investment Grants Program
- Rebuilding American Infrastructure with Sustainability and Equity (RAISE)



Investing in and greening the region's public transportation

Home to one of the first transit agencies in the country to operate electric buses in all seasons, our region is a leader in advancing green infrastructure. With grant assistance from the Federal Transit Administration, we are prioritizing these investments.

- CTA and Pace already have committed to zero-emissions fleets by 2040.
- CTA's [Charging Forward Plan](#) is electrifying and converting its fleet – one of the nation's largest bus systems with nearly 1,900 buses and more than 120 routes plus seven bus garages.
- Pace's [Driving Innovation Plan](#) provides the framework and commitment to ensure the region's entire bus fleet becomes zero-emissions by 2040.
- Metra's first-of-its-kind [plan](#) calls for converting up to six of its oldest diesel locomotives to zero-emission battery power, significantly reducing its emissions footprint and greatly improving air quality.
- FTA's Rail Vehicle Replacement grant program can support CTA's purchase of up to 300 new 9000 Series electric propulsion passenger rail cars and Metra's Modern Railcars Project to replace up to 58 railcars from 1970s, both of which will provide an improved riding experience to customers.

Pace Southwest Division Garage Electrification

Proposed expansion and modernization of Pace's Southwest Division will support many Pace initiatives and the region's commitment to a greener future. These initiatives include future proofing the facility to accommodate a phased transition to an all-electric fleet, Pulse 95th Street Line implementation and planned Express Bus services along I-294.

Target IJIA opportunities

- Bus and Bus Facilities (Low-No Grants)
- Rail Vehicle Replacement Program
- Rebuilding American Infrastructure with Sustainability and Equity (RAISE)
- Infrastructure for Rebuilding America (INFRA)

NORTHEASTERN ILLINOIS PRIORITY INVESTMENTS

Greening the region's public transportation fleets
CTA, Metra, Pace



Safe Travel for All Roadmap (STAR) Program
CMAP, IDOT, Metra, region's counties (Cook, DuPage, Kane, Lake, McHenry, Will)



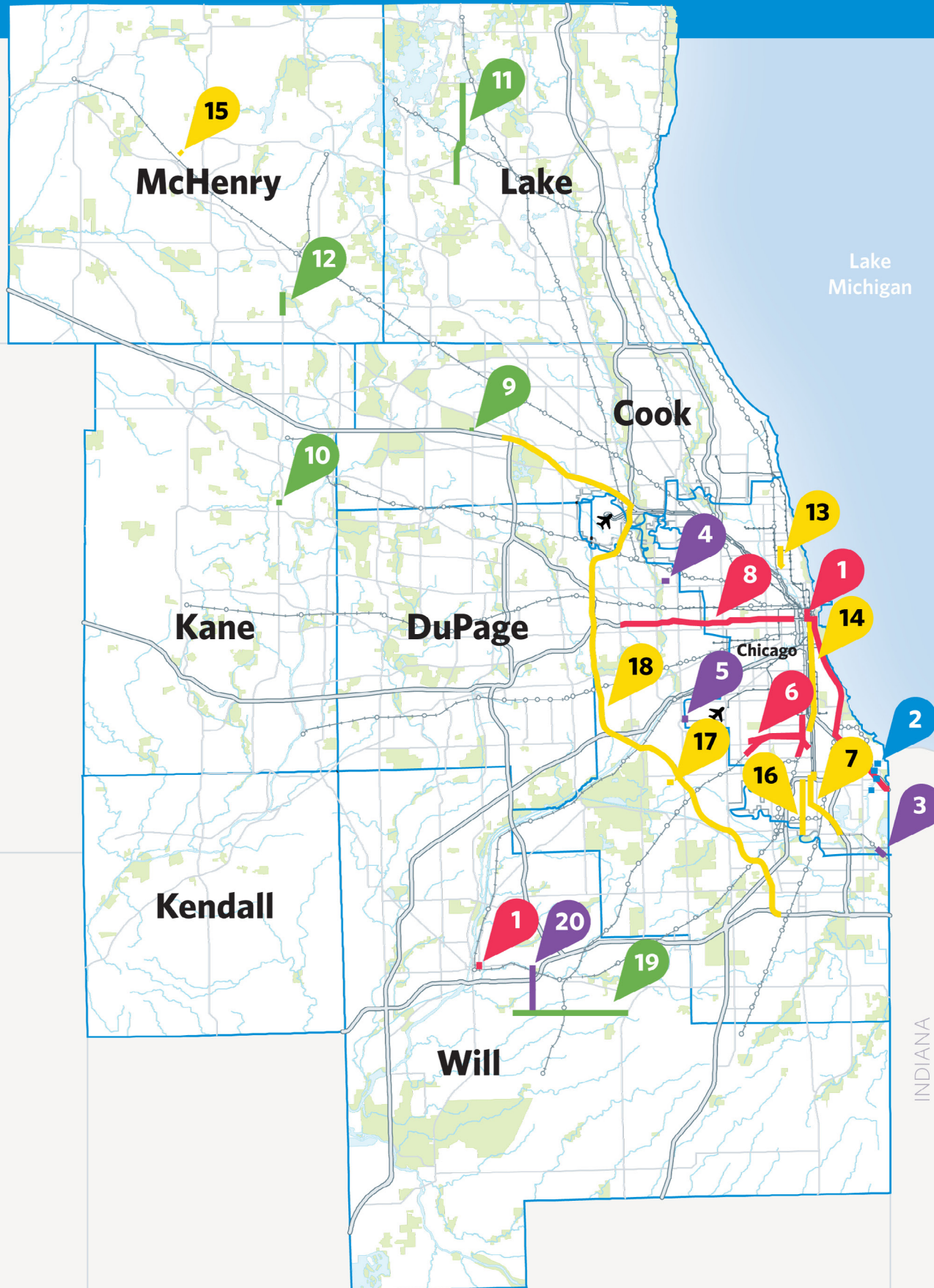
All Stations Accessibility Program (ASAP)
CTA, CDOT, Metra



Increasing connections and strengthening transit service with bus priority improvements
Pace, CTA, IDOT, CDOT, Tollway



- MEGA projects
- Corridor improvements
- Transit / passenger rail
- Priority grade crossings
- Bridges
- ✈ Airport
- +++ Rail
- == Highway & interstate
- Major road



- 1 Chicago Hub Improvement Program (CHIP)**
Amtrak, IDOT, Michigan DOT, CDOT, Metra, Cook County
- 2 Calumet River Bridges**
CDOT
- 3 Burnham Avenue Grade Separation**
Cook County
- 4 Grand Gateway Grade Separation**
Cook County
- 5 65th Street and Harlem Avenue Grade Separation**
CREATE, IDOT, CDOT, Cook County
- 6 75th Street Corridor Improvement Project (CIP)**
CREATE, IDOT, CDOT, Cook County, Metra
- 7 Red Line Extension**
CTA
- 8 I-290 - Blue Line Modernization**
IDOT, CTA, CDOT
- 9 Regional Arterial Traffic Management Center**
IDOT (region-wide)
- 10 Randall Road at Hopps Road Intersection Improvements and Grade Separation**
Kane County
- 11 Cedar Lake Road Realignment**
Lake County
- 12 Randall Road North Corridor Improvements**
McHenry County
- 13 UP-N Line Rebuild**
Metra
- 14 Rock Island (RI) Corridor Improvements**
Metra, Amtrak
- 15 Metra UP-NW Woodstock Rail Yard**
Metra
- 16 Pace Pulse Halsted Line**
Pace, CTA
- 17 Pace SW Division Garage Electrification**
Pace
- 18 Pace I-294 Passenger Facilities Improvements**
Pace, RTA, Tollway
- 19 Laraway Road: US 52 to US 45**
Will County
- 20 Gougar Road and CN Crossing Grade Separation**
Will County

FORTIFYING THE NATION'S FREIGHT AND PASSENGER RAIL HUB



Investing in our nation's freight hub

Northeastern Illinois is the preeminent freight hub in North America. A quarter of all freight in the nation originates, terminates, or passes through metropolitan Chicago, which is home to six of the seven Class I railroads, ten interstate highways, O'Hare Airport - one of the world's busiest cargo airports, and the only connection between the Great Lakes and Mississippi River systems. Investments in this region's rail has local, regional, and national impacts and advances federal safety, climate, and Justice40 goals. Regional partners prioritized [47 crossings for grade separations](#) or other improvements, including these priority projects:



Leaders break ground on CREATE 75th St. CIP, October 2022

Burnham Avenue Grade Separation (Cook County)

This project will improve safety and mobility where five railroad tracks (NS, NICTD, CSX) cross Burnham Ave, which carries 14,200 vehicles per day, resulting in over three hours of downed gate time daily.

Grand Gateway Grade Separation (Cook County)

The National Transportation Safety Board labeled this at-grade rail crossing "inherently dangerous" in 2008. They also mandated a grade separation to improve safety where more than 25,000 vehicles and 128 passenger freight trains pass daily.

One of every four U.S. freight trains passes through Chicago. That's about 500 freight trains and 800 passenger and commuter trains every day. Partnerships, like the [Chicago Region Environmental and Transportation Efficiency program \(CREATE\)](#), are working to make the region's railroad network safer, more efficient and better able to accommodate growth in freight and passenger traffic.

65th and Harlem Avenue Grade Separation (CREATE Program, GS1)

This is a longstanding priority project for the region with its location at the largest railroad switching facility in the country that dispatches more than 8,400 railcars daily. The proposal will construct an overpass to eliminate the at-grade road crossing, enhancing multimodal facilities and improving safety, air quality, emergency response times, and transit reliability. It also would advance federal Justice40 goals.

Gougar Road and Canadian National Railway (CN) Crossing Grade Separation (Will County)

Will County is home to largest inland port in North America with more than \$65 billion worth in products flowing through the port annually. In addition to its impact on freight movement, Gougar Road has long been a priority grade crossing for the region because the corridor provides important connectivity to Interstate 80, Silver Cross Hospital, Lincoln Way West High School, and other essential local services.

Target IJIA opportunities

- Infrastructure for Rebuilding America (INFRA)
- Consolidated Rail Infrastructure and Safety Improvements (CRISI)
- Railroad Crossing Elimination (RCE) Program
- Rebuilding American Infrastructure with Sustainability and Equity (RAISE)



Investing in our region's passenger rail system

The region's rail system is one of northeastern Illinois' most critical assets that improves air quality, allows travelers to avoid congested highways, and connects people to jobs, education, entertainment, and other amenities. IJIA opportunities should be targeted at projects that enhance Metra's operational capabilities that positions our regional rail system to serve new ridership patterns. Those projects include bridges, signal systems, track, interlockings, and other vitally important assets.



Metra UP-North Line Rebuild

The UP-North is the third busiest line on the Metra system. This project will replace eleven 120-year-old bridges and four miles of track structure, and more than 1.75 miles of retaining walls along a two-mile corridor from Fullerton Avenue to Addison Street in Chicago.

Metra Rock Island Corridor Improvements

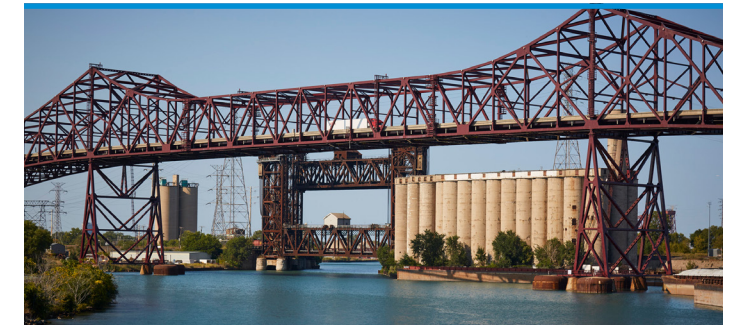
The proposed project includes construction of an additional main line for Metra operation. This improvement, along with the CREATE 75th CIP creating a rail-rail flyover connection, will reduce congestion and freight conflicts and will connect Metra's SouthWest Service with the existing Rock Island (RI) line, increasing capacity and improving reliability. The project also supports the rerouting of Amtrak service onto the RI.

Metra UP-NW Woodstock Rail Yard

Relocating the Metra UP-NW Rail Yard from downtown Crystal Lake to Woodstock will increase operating and maintenance efficiency, reduce idling near populated areas, and allow Metra to extend trains to serve fast-growing central McHenry County.

Target IJIA opportunities

- Federal-State Partnership for State of Good Repair
- Consolidated Rail Infrastructure and Safety Improvements (CRISI)
- Railroad Crossing Elimination (RCE) Program
- Rebuilding American Infrastructure with Sustainability and Equity (RAISE)



Investing in our region's bridges and viaducts

The region's bridges and viaducts play a critical role in connecting communities and the movement of people and freight. The IJIA provides historic funding at the federal and state level through the new Bridge Investment Program to ensure the region's infrastructure in good condition. CMAP is leveraging its [Regional Infrastructure Accelerator](#) award from the U.S. Department of Transportation for the delivery of infrastructure projects, with one of the target assets being bridges for potential bundling. County partners like McHenry have also found innovative ways to support local bridge needs through the development of a County and Township Bridge Program. Metra and Amtrak are leveraging passenger rail funding to replace a few bridges on the Metra system, but many funding needs remain for the 926 bridges Metra operates over.

Calumet River Bridges (City of Chicago)

These proposed bridge rehabilitations would improve freight flow at the Illinois International Port District's Iroquois Landing, which serves as an essential supply chain link for the national, state, and regional freight transportation systems. It also will support critical connections between Chicago's South Side (high-need communities) and the region.

Target IJIA opportunity

- Bridge Investment Program

SOLVING THE REGION'S SAFETY AND CONNECTIVITY CHALLENGES



Investing in safer, more complete streets and trails for all

To improve travel safety in the region, CMAP, in partnership with IDOT, counties across the region, Metra, and several municipalities, applied for grants under the Safe Streets and Roads for All (SS4A) Program. The first-ever [Safe Travel for All Roadmap \(STAR\)](#) initiative will provide technical assistance to develop county safety action plans. The City of Chicago's [Vision Zero Chicago Action Plan](#) aims to eliminate death and serious injury from traffic crashes. In the first round of SS4A, Chicago applied for funding to implement the Vision Zero South Side Communities project.

More than 1,100 miles of trails and extensive on-street bikeways provide active connections across the region. The IJIA provides multiple opportunities to implement - CMAP's [Northeastern Illinois Greenways and Trails Plan](#) and Chicago's [Citywide Vision for a Connected Network of Trails and Corridors](#) - and expand the region's trails and bikeways to increase community connections, travel opportunities, and accessibility throughout the region.

Target IJIA opportunities

- Safe Streets and Roads for All Program
- Rebuilding American Infrastructure with Sustainability and Equity (RAISE)
- Active Transportation Infrastructure Grant Program



Investing in multimodal connections and innovative technology

IJIA can support this region in achieving a well-integrated, multimodal transportation system that can seamlessly move people and goods within and through the seven counties of northeastern Illinois. The Rebuilding American Infrastructure with Sustainability and Equity (RAISE) Program and the Strengthening Mobility and Revolutionizing Transportation (SMART) Grants Program are target opportunities to support safety and mobility investments.

Regional Arterial Traffic Management Center (IDOT)

A high priority for the state and the counties, a new regional traffic management center will improve safety and mobility by optimizing existing resources, increasing operational coordination and resource sharing, and introducing innovative improvements to the system while expanding service.

Randall Road at Hopps Road Intersection Improvements and Grade Separation (Kane County)

This road realignment and grade separation will improve safety and relieve congestion, as well as accommodate projected future traffic growth. The proposed project also improves the resiliency of the corridor with a new enclosed drainage system and calls for a multi-use path that can close an existing gap for bicyclists and pedestrians.

Cedar Lake Road Realignment (Lake County)

This proposed realignment will improve safety and increase capacity within a high-traffic Lake County corridor that sees 7,600 to 17,000 vehicles daily. Other benefits include improved operations at a Metra crossing, improved bicycle and pedestrian connectivity, upgrades for transit and non-motorized users, upgrades to the Metra station and platform, and improvements to the Pace bus stop.

Randall Road North Corridor Improvements (McHenry County)

This project will increase capacity for congestion relief along the most heavily traveled north-south corridor in McHenry County. It also will improve transit signals priority at all intersections to improve operations of the Pace Route 550. A multi-use path and a Continuous Green T intersection, or "seagull intersection," will be added to channel traffic and improve traffic flow and safety.

Laraway Road: US 52 to US 45 (Will County)

This proposed road realignment will improve a key freight corridor that connects I-57 and I-80 to the entrance of several intermodal yards. It serves as a critical east-west corridor for the region by reducing traffic delays, providing safer travel for bicyclists and pedestrians, reducing vehicle emissions, and improving access to Metra's commuter rail service.

Target IJIA opportunities

- Rebuilding American Infrastructure with Sustainability and Equity (RAISE)
- Strengthening Mobility and Revolutionizing Transportation (SMART)

As the nation's transportation hub, infrastructure investments here strengthen Illinois, the Midwest, and U.S.

Our priority investments help achieve the nation's transportation goals

- ✔ Advances equity and Justice40 goals
- ✔ Supports livable, accessible, healthy communities
- ✔ Keeps the nation's supply chain moving
- ✔ Supports the National Roadway Safety Strategy
- ✔ Reduces emissions and congestion within the transportation sector
- ✔ Builds a more resilient future for the nation's freight hub

WHY HERE?



Illinois is **ranked #1** for infrastructure by CNBC America's Top States for Businesses 2021



\$3 trillion in goods move through northeastern Illinois each year by truck, rail, water, and air freight



A robust regional economy with a gross regional product of **\$665 billion** a year



Approximately **25%** of all freight trains and **50%** of all intermodal trains in the U.S. pass through northeastern Illinois



Home to **6 of the nation's 7** busiest railroads, **10** interstate highways, and O'Hare Airport, one of the world's busiest cargo airports



Our competitive advantage: Transportation and logistics firms represent a **\$20.6 billion** industry and employ **106,000** workers throughout the seven-county Chicago region



Industries that rely on goods shipments (manufacturing, construction, and retail and wholesale trade) collectively represent over one-quarter of all jobs in the region and add over **\$158 billion** a year to the regional economy



Northeastern Illinois' expansive transportation system includes

- 29,989 miles of federal roads
- 3,650 bridges
- 7,200 miles of rail lines
- 1,646 rail crossings
- More than 1,200 bike trail miles

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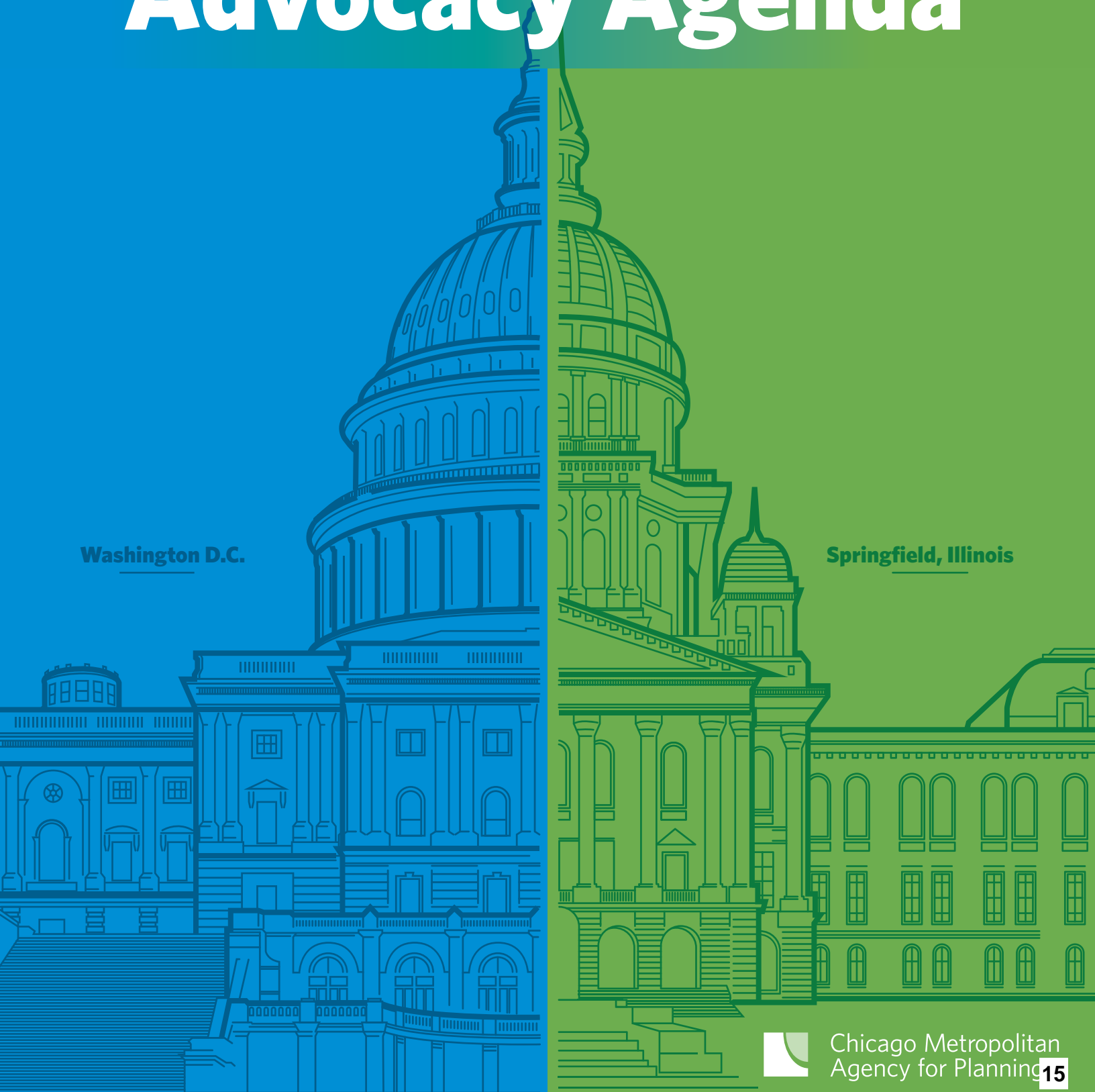
Visit cmap.illinois.gov for more information

2023

Federal and State Advocacy Agenda

Washington D.C.

Springfield, Illinois





Introduction

In the time since the Chicago Metropolitan Agency for Planning (CMAP) last updated its federal and state advocacy agendas, the COVID-19 pandemic has accelerated socioeconomic trends and reinforced longstanding challenges for northeastern Illinois. The pandemic disrupted local economies, deepened inequities, and changed the ways the region's nearly 8.5 million people travel each day. But it also spurred innovative approaches and collaborative solutions in the face of uncertainty.

[ON TO 2050](#), the region's long-range plan, and its update in fall 2022, continue to provide northeastern Illinois with a roadmap to steer the region through these enduring challenges and guide it toward new opportunities. CMAP's long-range plan forecasts needs and identifies improvements to transportation, the environment, the economy, and other issues affecting quality of life in the agency's seven-county region.

Despite the pandemic and its disruptions, northeastern Illinois remains one of the world's greatest economic centers with a diverse workforce, vast multimodal transportation system, and abundant natural resources. Yet, the region faces challenges with adequately funding transportation, a changing climate, and an increasingly competitive global economy with starker economic disparities.

The [three principles of ON TO 2050](#) — **inclusive growth, resilience, and prioritized investment** — are more relevant now than when the plan was adopted in 2018. Federal and state legislative leaders provide critical support to ensuring those principles are realized in the decades to come.

CMAP's [2023 Federal and State Advocacy Agenda](#) details policy positions and priorities that can help the region address challenges and opportunities at each level of government. The positions and priorities, described below, align with CMAP's strategic direction that focuses on improving transportation, climate, and regional economic competitiveness in northeastern Illinois.



Transportation

The passage of the federal [Infrastructure Investment and Jobs Act \(IIJA\)](#) presents a tremendous opportunity to modernize transportation and advance solutions that can address Illinois' most pressing mobility issues exacerbated by the pandemic.

IIJA provides enormous funding opportunities to improve the safety of all travelers while addressing challenges — outdated street design, freight and traffic congestion, air quality, and resilience — that threaten the region's ability to grow inclusively by 2050 and beyond. At the same time, the pandemic has [shifted work commutes and travel patterns](#), causing congestion on the region's roads to return and transit ridership to drop.

Policies supporting transit and other transportation modes that can ease congestion and reduce carbon emissions are critical actions toward a more sustainable northeastern Illinois. Yet, the effects of the pandemic continue to compound concerns. The region's transit agencies (Chicago Transit Authority, Metra, and Pace) already are bracing for an expected budget shortfall of \$730 million by 2026 in part due to a sustained decline in ridership in the wake of the pandemic. The region will need comprehensive solutions that can sustain the future of transportation and strengthen the second largest transit system in the country.

Federal and state legislative leaders can help shape the region's future. Consistent with our responsibilities as the region's metropolitan planning organization (MPO), CMAP is working with our federal and state partners to build consensus and prioritize projects that can address the region's safety, emissions, and resilience challenges.

CMAP, like other MPOs, needs increased flexibility and improved access to federal funding. Additional steps can be taken at the state level to complement these new and significant funding opportunities from IIJA. The following lists the transportation policy positions and priorities that CMAP supports on both the federal and state levels.

CMAP supports **sustainably funding transportation**

FEDERAL ACTIONS

Increase funding for transit available under the Highway Trust Fund and increase other transportation system user fees.

Prioritize and direct current funding streams to mass transit systems with the greatest infrastructure needs and highest number of passengers. Increase federal support for the operating costs of these systems.

Revise federal requirements to eliminate the funding disparity between transit projects and highway projects. This could include increasing the federal share under the Federal Transit Administration's (FTA) New Starts grant program from 60 to 80 percent for projects that extend the transit system.

Increase the federal motor fuel tax rate and index it to the rate of inflation each year.

Develop innovative funding mechanisms, such as a national per-mile road usage charge and a federal freight transportation fee in the long term.

Require the Federal Highway Administration (FHWA) to develop a report that recommends ways to modernize highway funding formulas and better align them with state and MPO performance measurement goals.

Provide greater flexibility for states and regions to impose user fees by removing federal restrictions on tolling the interstate system and removing interstate system restrictions on commercial activity.

STATE ACTIONS

Enact a comprehensive strategy to identify, create, and implement sustainable revenue sources for the region's transit system.

Implement exploratory pilot projects that examine replacing the state motor fuel tax with a road usage charge (of at least 2 cents per mile) and index to the rate of inflation.

Pilot different congestion pricing frameworks to assess whether different options enhance sustainable travel and limit the financial impact on drivers of low income.

Institute a regional fee on trips provided by transportation network and rideshare companies and allow for anonymous trip data to be shared with third-party transportation researchers and planners.

Provide incentives to employers that can encourage their employees to reduce the miles they travel by vehicle and require employers of a certain size within the Regional Transportation Authority's service area to participate in a transit benefit fare program. These fare programs typically allow employees to pay for transit and parking using pre-tax dollars.

Institute performance-based planning and project selection measures for investments funded through IIJA and make these metrics publicly available.

Modernize processes for making transportation funding decisions. This should prioritize demonstrable system needs, align with federal funding and regional plans, and promote transparency.

Ensure revenues from motor vehicle fuel taxes can support holistic transportation system needs.

CMAP supports **increased investment in safe and complete streets**

FEDERAL ACTIONS

Fully fund and implement new IIJA programs like the Active Transportation Infrastructure Investment program for bicycle and pedestrian improvements. Outside of regional Transportation Alternatives Program (TAP) funding, this program is the only federal competitive program that provides dedicated funding for bicycle and pedestrian infrastructure.

Expand MPOs' programming authority for funding available under FHWA's Highway Safety Improvement Program (HSIP). HSIP provides federal aid to help significantly reduce traffic fatalities and serious injuries on all public roads.

Through expanded HSIP programming authority, reflect the responsibilities of FHWA's Safety Performance Management goals and establish a permanent 15-percent set aside for safety improvements that address vulnerable road users like bicyclists and pedestrians.

Identify dedicated resources that provide local governments with comprehensive support for implementing [Americans with Disabilities Act \(ADA\) provisions](#).

STATE ACTIONS

Expand capacity at the Illinois Department of Transportation to address traffic safety concerns in a coordinated and comprehensive fashion. This includes creating a new safe and complete streets coordinator position or similar role.

Create a competitive grant program to incentivize municipalities to dedicate more road space to non-vehicle users, design self-enforcing streets, and institute other measures that can calm traffic and improve traffic safety.

Give municipalities greater ability to make safety related improvements by reducing the barriers municipalities encounter when seeking to lower speed limits.

Allow additional municipalities to pilot automated technology to promote traffic safety equitably. Pilot programs would need required analysis. This would include an equity analysis that assesses impacts of automated technology on communities of color, as well as evaluations of the technology's effectiveness with reducing speeding and opportunities to dedicate potential revenues to safety improvements.

Identify dedicated resources that provide local governments with comprehensive support to implement ADA provisions.

Climate

The growing threat of climate change continues to test the resilience of northeastern Illinois. Over the past decade, CMAP's seven-county region reduced greenhouse gas emissions by a mere 9 percent, setting a pace that will fall short of ON TO 2050's goal to cut regional emissions by 80 percent by 2050. To prevent the most severe impacts of climate change, the region will need to reduce emissions by 5 percent every year through 2050.

But progress has been made at a state and federal level. The Illinois' Climate and Equitable Jobs Act puts Illinois on a path toward a 100 percent clean energy future by 2050 through investments in renewable energy and clean energy job creation. The state's Reimagining Electric Vehicles Act introduced new incentives to strengthen Illinois' competitiveness as a hub for electric vehicle manufacturing. The federal infrastructure law commits an unprecedented level of investment toward clean energy and resilience.

But more work remains to be done. And transportation is a key component to a sustainable and resilient region going forward. Today, the transportation sector is the largest source of emissions in Illinois, increasing the need for policies that can mitigate congestion and protect northeastern Illinois' communities from greater climate risks. The following lists the climate policy positions and priorities that CMAP supports on both the federal and state levels.



CMAP supports **stronger policies that enhance resilience and reduce emissions and congestion**

FEDERAL ACTIONS

Fully fund and implement new IIJA programs like the Healthy Streets program that will enhance the resilience of communities and transportation infrastructure across regions. The program provides critical funding to mitigate urban heat islands, improve air quality, and reduce flood risks.

Allow MPOs to use the Resilience Improvement Plan established by IIJA to qualify for the 90 percent federal share for formula and competitive PROTECT funds within the urbanized area covered by the plan.

Increase transparency and coordination with regions around new resilience formula funding, such as IIJA Carbon Reduction and PROTECT. A more transparent, coordinated approach would ensure these programs are not being transferred or flexed to fund projects with minimal improvements to resilience and carbon reduction.

Establish a pilot program that gives greater authority to large MPOs to directly fund and select projects through a funding mechanism that allows regions to address carbon reduction and resilience.

Provide greater flexibility to use toll revenues to address strategic goals with multimodal transportation and carbon reductions. Greater flexibility could include providing high-speed, more reliable transit service to improve expressway corridors.

Adopt aggressive emission standards for post-model-year 2026 to accelerate the transition of low- and zero-emissions fleets.


Create a uniform “Buy America” waiver process across USDOT’s agencies, including FHWA and FTA, for projects that are proven to improve air quality substantially.

STATE ACTIONS

Establish state transportation emissions reduction goals that align with federally required greenhouse gas emissions reduction targets and Illinois’ carbon reduction strategy

Invest equitably in electric vehicle charging infrastructure across the northeastern Illinois region to maximize access.

Provide resources and incentives for local governments to complete the community energy, climate, and jobs plans as described in the state Climate and Equitable Jobs Act. The job plans are intended to support local governments with developing comprehensive approaches to coordinating and funding local energy, climate, and jobs programs.



CMAP supports **increased resources for integrated water resources management**

FEDERAL ACTIONS

Increase funding eligibility and coordination for water, wastewater, and stormwater improvements and planning to regions. The U.S. Environmental Protection Agency should leverage the ability of regional planning agencies to assist disadvantaged communities with accessing federal and state funds.

Modernize policies related to flooding. This could include making risk information available for property sales. It also could include reforming the National Flood Insurance Program to develop long-term solutions, such as the Federal Emergency Management Agency’s Risk Rating 2.0 system, for properties that either are at high risk of flooding or have experienced repetitive losses because of flooding.

Encourage the National Oceanic and Atmospheric Administration to provide regular updates of its precipitation reports, Atlas 14, to ensure future planning and investment decisions can withstand the impacts of extreme weather events.

Increase investments that maintain the health, recreational attractiveness, and economic benefits of Lake Michigan and the Great Lakes by providing stable, long-term funding for the Great Lakes Restoration Initiative. The initiative accelerates efforts to protect and restore the Great Lakes — the largest system of fresh surface water in the world.

STATE ACTIONS

Dedicate new and 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.

Coordinate and standardize requirements for community water supplier reporting. Improve the sharing of data across agencies and partners to better support integrated water resources management.

Promote equity in water infrastructure investments supported by the state revolving loan fund. This could include increasing capacity within low-income communities to promote access to loans.

Update statewide design standards to reflect green infrastructure techniques and precipitation trends.



Regional Economic Competitiveness

While the pandemic has reinforced many of the region's economic challenges, it also has provided new opportunities to advance inclusive growth and build on the northeastern Illinois' reputation as the premier freight hub in North America.

When supply shortages happened at the start of the pandemic, northeastern Illinois' multimodal transportation system continued to move goods to different parts of the country. Freight truck travel in the region declined modestly (10 percent), remaining elevated over nationwide declines (13 percent) in summer 2020. Northeastern Illinois moves about \$3 trillion in goods each year by truck, rail, water, and air freight. The region is the intersection for commercial activity in the country — home to ten interstate highways, six of the nation's seven largest railroads, and one of the world's busiest cargo airports.

The 2020 [Census figures](#), meanwhile, showed northeastern Illinois adding population and becoming more diverse, while our workforce continued to age with the baby boomer generation entering retirement age and birth rates declining. The region's essential workers, who are disproportionately people of color, continued to rely on transit to reach their jobs at all hours of the day during the height of the pandemic, even as the region's travel habits were shifting because of remote work. These trends emphasize the need for policies that can ensure northeastern Illinois remains economically competitive in more inclusive and thriving ways.

CMAP's federal and state partners can help the region better prioritize strategic and sustainable development practices, strengthen housing coordination, encourage regional innovation, improve access to high quality jobs, and promote investment in communities that have felt the brunt of disinvestment for decades. Local governments will continue to play an essential role in our region's post-pandemic recovery, increasing the need for regional collaboration and shared service delivery to foster a stronger and more resilient economy. The following lists the economic policy positions and priorities that CMAP supports on both the federal and state levels.

CMAP supports **stronger inclusive growth that reduces economic disparities**

FEDERAL ACTIONS

Amend 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.

Create a demonstration grant to provide reduced fares for riders of low income to help close transit equity gaps.

Ensure federal investments from the U.S. Economic Development Administration (EDA) are comprehensive and strategic through increased coordination with MPOs, especially in regions without an "Economic Development District."

Continue American Rescue Plan Act EDA programs and funding levels that support regional economic development. This includes the Build Back Better Challenge, the Good Jobs Challenge, and the Economic Adjustment Assistance program.

Support place-based housing mobility solutions, including funding for efforts led by regional housing authorities.

Increase funding for re-employment, skilling, and reskilling programs authorized in the Workforce Innovation and Opportunity Act that can enhance, implement, and expand career pathway programs.

STATE ACTIONS


Authorize local jurisdictions to create a pilot program to test [income-based fines](#), escalating fines, or other alternative traffic enforcement structures that consider a driver's ability to pay that may be below the statutory minimum.

Expand reporting of traffic violation fines and ticketing outcomes to allow for analysis with an equity lens.

Provide funding for local governments to study implementation of innovative partnerships, including shared-services models.

Further enable public-private partnerships for regional infrastructure, including providing resources for innovative financing, advancing design-build strategies, and promoting workforce equity.





CMAP supports **increased opportunities for comprehensive planning and economic development**

FEDERAL ACTIONS

Require FHWA and the U.S. Department of Housing and Urban Development (HUD) to provide MPOs with comprehensive technical assistance and support for the newly authorized regional housing coordination plan process. Ensure MPOs have maximum flexibility to fund everything that is individually eligible within the housing coordination process.

Make 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 USDOT.

Provide targeted assistance and funding through programs like the Thriving Communities Initiative to build communities' capacity. This includes support for Phase 1 engineering, a major barrier that many disadvantaged communities face when planning local projects.

Create a joint office between USDOT, HUD, and EDA to provide comprehensive support to regions with federal funding opportunities that address transportation, housing, and economic development.

STATE ACTIONS

Provide annual funding to support implementation of the Regional Planning Act and comprehensive planning for the state's MPOs.

Increase data sharing and transparency by state and local agencies, especially in instances that could aid in the COVID-19 recovery. This can help inform policymaking with data-driven decisions and regional collaboration.

Require a [regular audit of all tax abatements, diversions](#), diversions, and credits used for economic development to assess their economic and fiscal impacts.

Grant research partners access to additional information about sales tax rebate agreements (including agreement text and amounts of rebated taxes) through data-use agreements that protect proprietary business data

Institute tax increment financing (TIF) data reporting standards to allow planners and researchers to assess TIF expenditures, impacts, and the effectiveness of TIF across the region.



CMAP supports **improvements that help people and goods move efficiently**

FEDERAL ACTIONS

Establish a separate Office of Multimodal Freight within USDOT that comprehensively assesses freight system needs with high quality data sets. This can help inform competitive and formula freight programs based on need and significant national impact.

Require rail carriers to describe and disclose how existing and future passenger rail service would be impacted in the event of a merger between rail carriers.

Prioritize grade crossing improvements that will address increased freight traffic and delays due to rail mergers approved by the Surface Transportation Board. These projects should be prioritized for programs that can mitigate the negative impact of freight activities, including the Federal Railroad Administration's Railroad Crossing Elimination Program.

Create a transparent data collection program for grade crossings that is regularly updated with quality public data and supports communities most impacted by freight movement.

CMAP supports **improvements to local and regional tax policy**

STATE ACTIONS

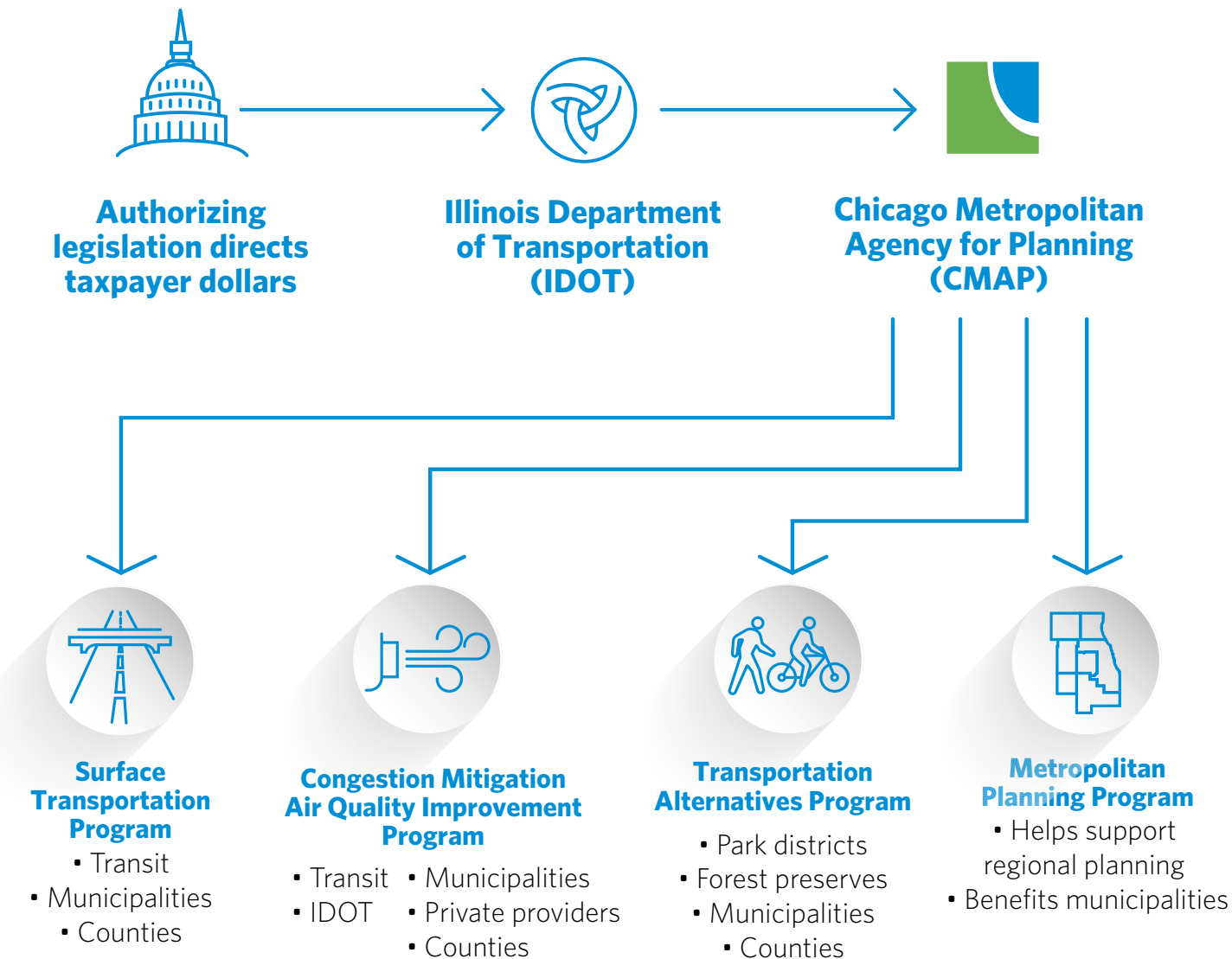
Modernize the sales tax to increase funding for transportation, reduce economic distortions, and give municipalities more options to generate sufficient revenue from existing and desired development. This can include policies that broaden the state sales tax base to cover additional services.

Increase state revenue allocation to local governments and reform state revenue disbursement criteria to reduce disparities across municipalities.

Allow non-home rule municipalities to impose certain kinds of user fees to provide services and better maintain infrastructure.

About CMAP

The Chicago Metropolitan Agency for Planning (CMAP) was created in 2005 by state statute (70 ILCS 1707). CMAP's Policy Committee is the federally designated metropolitan planning organization (MPO) for the seven counties of Cook, DuPage, Kane, Kendall, Lake, McHenry, and Will, plus portions of DeKalb and Grundy. State and federal mandates require CMAP to conduct comprehensive regional planning, prioritize transportation investments, provide technical assistance for communities, and compile data resources that enhance decision making.



CMAP Board

City of Chicago appointments

Frank Beal, senior executive, Civic Consulting Alliance

Paul Goodrich, chief operating officer, City of Chicago

Nina Idemudia, assistant commissioner, department of planning and development, City of Chicago

Stefan Schaffer, city strategist, American Cities Climate Challenge, Natural Resources Defense Council

Anne Sheahan, executive vice president of business affairs, HNTB Corporation

Cook County appointments

Gerald Bennett, mayor, Palos Hills (Southwest Cook)

Karen Darch, village president, Village of Barrington (Northwest Cook)

Richard Reinbold, president, Village of Richton Park (South Cook)

Matthew Walsh, former trustee, Indian Head Park (West Cook)

Diane Williams, former trustee, Village of Flossmoor, (Suburban Cook)

Collar county appointments

Matthew Brolley, president, Village of Montgomery (Kane/Kendall)

James Healy, former member, DuPage County Board (DuPage)

John Noak, mayor, Village of Romeoville (Will)

Nancy Rotering, mayor, City of Highland Park (Lake)

Carolyn Schofield, member, McHenry County Board (McHenry)

Non-voting members

Abolfazl (Kouros) Mohammadian, PhD, professor and department head, Civil, Materials, and Environmental Engineering, University of Illinois at Chicago

Leanne Redden, executive director, Regional Transportation Authority (MPO Policy Committee)

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