



CMAP BOARD

AGENDA - FINAL

Wednesday, April 10, 2024

9:30 AM

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

Members of the public who attend in-person can pre-register for a visitor's pass at info@cmap.illinois.gov until Tuesday, April 9, 2024 at 4:00 p.m. or should plan to arrive early to check-in with the building's information desk for access.

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

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

Conference Call number: 312 626 6799 US (Chicago)

Meeting ID: 881 2120 0726 Passcode: 394669

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

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

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

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

1.0 Call to Order and Introductions**2.0 Agenda Changes and Announcements****3.0 Approval of Minutes****3.01 Minutes from March 13, 2024** [24-144](#)

PURPOSE & ACTION: Review and approval of meeting minutes.

ACTION REQUESTED: Approval

Attachments: [CMAP Board Minutes 03.13.24](#)

4.0 CMAP Announcements**4.01 Executive director's report** [24-124](#)

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

ACTION REQUESTED: Information

Attachments: [Executive director report](#)
[Call for Projects 2024 applications board memo](#)

5.0 Procurements and Contract Approvals**5.01 Authorization to enter into an engineering contract with a vendor to be determined as a result of RFQ 290, for the Berwyn-Riverside Railroad Grade Crossing Study for a term up to 24-months with three, one-year optional renewals, in an amount not to exceed \$500,000** [24-138](#)

PURPOSE & ACTION: The Chicago Metropolitan Agency for Planning (CMAP) is seeking to enter into a contract with an engineering consulting firm to complete a Planning and Environmental Linkages (PEL) study for crossings of the BNSF Railway from Delaplaine Road in Riverside to Ridgeland Avenue in Berwyn.

ACTION REQUESTED: Approval

Attachments: [RFQ 290 Berwyn-Riverside Grade Crossing Study Memo](#)

5.02 Authorization to enter into a contract with ICF as a result of RFP 296 for Congestion Management Strategy for a term up to 24-months with three, one-year optional renewals, in an amount not to exceed \$330,000 [24-125](#)

PURPOSE & ACTION: The Chicago Metropolitan Agency for Planning (CMAP) is seeking to enter into a contract with a consultant to work with CMAP as well as local, state, and federal partners, to create an updated and cohesive regional strategy to manage congestion while considering other regional goals.

ACTION REQUESTED: Approval

Attachments: [RFP 296 Congestion Management Strategy](#)

5.03 Authorization to enter into a contract with High Street Consulting Group as a result of RFQ 295 for 2026 Regional Transportation Plan (RTP) consulting services for a term up to 24-months with three, one-year optional renewals, in an amount not to exceed \$880,000 [24-130](#)

PURPOSE & ACTION: The Chicago Metropolitan Agency for Planning (CMAP) is seeking to enter into a contract with a consultant to support the development of the Regional Transportation Plan (RTP) to augment existing staff capacity to coordinate with member agencies, conduct public outreach, perform regional analysis, develop static and online mapping products, and draft and finalize a plan document that can be referenced and understood by decision makers, member agency staff, and the public.

ACTION REQUESTED: Approval

Attachments: [RFQ 295 2026 Regional Transportation Plan Consulting Services Memo](#)

5.04 Authorization to enter into a contract with Energy + Environmental Economics (E3) as a result of RFP 297 for Comprehensive Climate Action Plan Technical Assistance for a term up to 24-months with three, one-year renewal options in an amount not to exceed \$440,000 [24-142](#)

PURPOSE & ACTION: The Chicago Metropolitan Agency for Planning (CMAP) is seeking to enter into a contract with a consultant to augment existing CMAP staff capacity and provide expertise in the areas of greenhouse gas (GHG) emissions quantification and benefits analyses, equitable engagement of impacted communities, communications and outreach, and policy development.

ACTION REQUESTED: Approval

Attachments: [RFP 297 Comprehensive Climate Action Plan Memo](#)

5.05 Ratification of a service contract with SK Global Software for a three-year term for a Treasury Automation Suite (TAS) software subscription and related professional services in an amount not to exceed \$77,000 [24-134](#)

PURPOSE & ACTION: Seeking the ratification of a service contract with SK Global for a three-year subscription for Treasury Automation Suite (TAS) software and professional services relating to the automation of the bank reconciliation, electronic payments and receipts and check fraud detection for the new D365 ERP system.

ACTION REQUESTED: Approval

Attachments: [SK Global Software Subscription Memo](#)

6.0 Other Items for Approval

6.01 Consideration for approval of updates to CMAP Board by-laws [24-145](#)

PURPOSE & ACTION: Periodic review of the by-laws is necessary to continue to align with federal and state laws and accurately reflect the work of the agency. The Board directed staff to work with one Board member representing Cook, City of Chicago, and the collar counties to refine proposed amendments to the Board by-laws. On February 14, the Executive Committee reviewed revisions based on feedback from these representatives and offered additional recommendations. On March 13, 2024, the Executive Committee recommended approval of the proposed by-laws to the Board.

ACTION REQUESTED: Approval

Attachments: [By-laws memo April 2024](#)
[CMAP Bylaws – Redline to Current Approved Bylaws](#)

7.0 Information Items

7.01 2026 Regional Transportation Plan (RTP) overview [24-152](#)

PURPOSE & ACTION: Update on the development of the 2026 Regional Transportation Plan for northeastern Illinois.

ACTION REQUESTED: Information

Attachments: [Regional Transportation Plan Memo](#)

7.02 Regional Vision overview [24-153](#)

PURPOSE & ACTION: Background on the structure and benefits of a new approach to fulfilling CMAP's federal and state metropolitan planning responsibilities.

ACTION REQUESTED: Information

Attachments: [Regional Vision Approach memo](#)

7.03 Legislative update [24-147](#)

PURPOSE & ACTION: Legislative update on recent legislative activity of interest to the Board.

ACTION REQUESTED: Information

Attachments: [Legislative Update Memo](#)

8.0 Other Business

9.0 Public Comment

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

10.0 Next Meeting

The next meeting is scheduled for May 8, 2024.

11.0 Adjournment



CMAP BOARD

MEETING MINUTES - DRAFT

Wednesday, March 13, 2024

9:30 AM

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

Members of the public who attend in-person can pre-register for a visitor's pass at info@cmap.illinois.gov until Tuesday, March 12, 2024 at 4:00 p.m. or should plan to arrive early to check-in with the building's information desk for access.

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

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

Conference call number: 312 626 6799 US (Chicago)

Meeting ID: 881 2120 0726 Pass code: 394669

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

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

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

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

1.0 Call to Order and Introductions

Chair Bennett called the meeting to order at 9:35 a.m.

Present: Gerald Bennett, Frank Beal, Gary Grasso, Paul Hoefert, Nina Idemudia, John Noak, Richard Reinbold, Nancy Rotering, Stefan Schaffer, Carolyn Schofield, Anne Sheahan and Matthew Walsh

Absent: Matthew Brolley and John Roberson

Non-Voting: Kouros Mohammadian and Leanne Redden

Noting a physical quorum of the Board, Chair Bennett reported that a request was received from Members Anne Sheahan and Leanne Redden to attend the CMAP Board meeting virtually in compliance with Open Meetings Act requirements. A vote is needed to approve their virtual attendance.

A motion was made by Member Nancy Rotering, seconded by Member John Noak, to allow Anne Sheahan and Leanne Redden to participate virtually. The motion carried by the following vote:

Aye: Gerald Bennett, Frank Beal, Gary Grasso, Paul Hoefert, Nina Idemudia, John Noak, Richard Reinbold, Nancy Rotering, Stefan Schaffer and Carolyn Schofield

Absent: Matthew Brolley and John Roberson

Non-Voting: Kouros Mohammadian and Leanne Redden

Not Present: Anne Sheahan and Matthew Walsh

Chair Bennett remarked that Members Sheahan and Redden are present and able to participate in the Board meeting.

Staff present: Erin Aleman, Bill Barnes, Nora Beck, Michael Brown, Jonathan Burch, John Carpenter, Enrique Castillo, Gilton Cross, Teri Dixon, Alex Ensign, Elizabeth Ginsberg, Ryan Gougis, Kasia Hart, Craig Heither, Jaemi Jackson, Natalie Kuriata, Aimee Lee, Tony Manno, Martin Menninger, Jason Navota, Stephane Phifer, Elizabeth Scott, Ryan Thompto, Jennie Vana, Blanca Vela-Schneider, Laura Wilkison

Others present: Garland Armstrong, Eric Czarnota, Drew Duffin, Jackie Forbes, Kendra Johnson, George Kandathil, Mike Klemens, Brian Larson, Jill Leary, Heidi Lichtenberger, James Neil, Jeffrey Nolish, Mat Pasquini, Hart Passman, Suzette Quintell, Leslie Rauer, Vicky Smith, Joe Surdam, Daniel Thomas, Kyle Whitehead

2.0 Agenda Changes and Announcements

Erin Aleman, Executive Director, reported that voting items will be postponed to later in the meeting to allow the arrival of one additional board member.

Chair Bennett moved agenda items 4.01 and 7.02 ahead of the approval of the minutes.

4.0 CMAP Announcements

4.01 Executive director's report

[24-095](#)

(This item was moved up on the agenda.)

Erin Aleman, Executive Director, provided an update regarding the Greater Chicagoland Economic Partnership report. She indicated that the deadline for the Technical Assistance Call for Projects deadline is Friday, March 22 and encouraged board members to reach out to their communities to apply if they have projects that meet the criteria.

Executive Director Aleman reported that CMAP maintains the Travel Demand Model for the region and that the data comes from the Household Travel survey which is conducted every 10 years. CMAP recognizes there is a need for regular data collection on regional travel behaviors every couple of years. A small pilot of the next Household Travel Survey will be conducted in April to make sure the mechanics of the survey tool is working correctly before the official launch, anticipated for later in the year.

Executive Director Aleman noted that the MPO Policy Committee will meet tomorrow and one agenda item includes taking action on the proposed FY2025 Unified Work Program for Northeastern Illinois. This document is a companion to the FY2025 comprehensive budget and work plan.

7.0 Information Items

7.02 Regional Climate Action Plan

[24-052](#)

Attachments: [CAP Memo](#)

(This item was moved up on the agenda.)

Nora Beck, Principal Policy Analyst in Regional Policy and Implementation Division, provided an update on the agency's regional climate action work. The federal government has made net zero greenhouse gas emission commitments which will require metropolitan planning organizations to elevate climate action efforts.

The USDOT has added a new federal performance measure in addition to the 17 that CMAP already follows. This measure sets declining targets for greenhouse gas emissions on the National Highway System (NHS) relative to 2022. In February 2024, IDOT set a 2.6 percent reduction from 2022 to 2026 for tailpipe CO2 emissions on the NHS. CMAP has six months to adopt three targets based on geographic locations but noted that there are no direct penalties for failing to meet those targets. Staff has begun developing the required 2022 baseline using its travel model and anticipates bringing forward proposed reduction targets to the CMAP Board and MPO Policy Committee at their June committee meetings. These targets will be used to inform the development of next Regional Transportation Plan.

Principal Policy Analyst Beck discussed the Carbon Pollution Reduction Grant (CPRG) program, consisting of two phases for planning and implementation. Phase 1 has already begun and has three deliverables: the Priority Climate Action Plan that had a deadline of March 1, 2024; the Comprehensive Climate Plan, led by Metropolitan Mayors Caucus (MMC), that is due July 2025; and the status report that is due the summer of 2027. Phase 2 of the program is the implementation of

competitive grants.

(Member Matt Walsh arrived at 9:49 a.m.)

Principal Policy Analyst Beck shared Insight regarding what CMAP has learned in the development of the greenhouse gas inventory. She reported that CMAP, in partnership with ComEd and the Respiratory Association, were awarded the Clean Energy to Communities Initiatives grant for advanced modeling support. The grant would be used to better understand the scale and extent of strategies for reaching transportation emission reduction goals.

Discussion ensued including the timing of data sets, mode shift strategies, the long-term impact of electrical vehicles and batteries, the use of industrial space for solar installation, and how the program can better serve disadvantaged communities.

The Regional Climate Action Plan was discussed.

3.0 Approval of Minutes

3.01 Minutes from February 14, 2024

[24-091](#)

Attachments: [CMAP Board 2.14.24 Minutes](#)

A motion was made by Member Paul Hoefert, seconded by Member Nancy Rotering, that the minutes from February 14, 2024 be approved. The motion carried by the following vote:

Aye: Gerald Bennett, Frank Beal, Gary Grasso, Paul Hoefert, Nina Idemudia, John Noak, Richard Reinbold, Nancy Rotering, Stefan Schaffer, Carolyn Schofield, Anne Sheahan and Matthew Walsh

Absent: Matthew Brolley and John Roberson

Non-Voting: Kouros Mohammadian and Leanne Redden

5.0 Procurements and Contract Approvals

Approval of the Group Vote

Stephane Phifer, Interim Deputy of Finance, presented agenda items 5.01 to 5.03.

A motion was made by Board Member Noak, seconded by Board Member Rotering, to approve agenda items 5.01 through 5.03 under one vote. The motion carried by the following roll call vote:

Aye: Gerald Bennett, Frank Beal, Gary Grasso, Paul Hoefert, Nina Idemudia, John Noak, Richard Reinbold, Nancy Rotering, Stefan Schaffer, Carolyn Schofield, Anne Sheahan and Matthew Walsh

Absent: Matthew Brolley and John Roberson

Non-Voting: Kouros Mohammadian and Leanne Redden

5.01 Authorization to enter into a contract with Civiltech Engineering, Inc. as a result of RFP 291 for Project Management and Oversight (PMO) Services for Americans with Disabilities Act (ADA) public right-of-way (PROW) Transition Plans in Northeastern Illinois for a period of 15 months ending June 30, 2025, with an optional one-year renewal in an amount not to exceed \$317,000

[24-098](#)

Attachments: [ADA PMO for RFP 291 Memo](#)

Agenda items 5.01 through 5.03 were taken under one vote.

- 5.02 Authorization to enter into a sole source contract with Urban Land Institute (ULI) for transportation and land use consulting services for a period of five years beginning July 1, 2024 and ending June 30, 2029 in an amount not to exceed \$200,000 [24-097](#)**

Attachments: [Urban Land Institute Memo](#)

Agenda items 5.01 through 5.03 were taken under one vote.

- 5.03 Authorization to amend contract C-21-0044 with Berry Dunn McNeil & Parker, LLC for consulting services for an amount of \$59,125, resulting in a total not-to-exceed amount of \$458,500 [24-087](#)**

Attachments: [Berry Dunn Amendment 3 Memo](#)

Agenda items 5.01 through 5.03 were taken under one vote.

6.0 Other Items for Approval

- 6.01 Appointment of President Richard Reinbold to serve as a CMAP Officer on the Executive Committee [24-118](#)**

Attachments: [Appointment of President Reinbold as Officer of the Executive Committee](#)

A motion was made by Member Gary Grasso, seconded by Member John Noak, to approve the appointment of President Richard Reinbold to serve as a CMAP Officer on the Executive Committee.

The motion carried by the following vote:

Aye: Gerald Bennett, Frank Beal, Gary Grasso, Paul Hoefert, Nina Idemudia, John Noak, Richard Reinbold, Nancy Rotering, Stefan Schaffer, Carolyn Schofield, Anne Sheahan and Matthew Walsh

Absent: Matthew Brolley and John Roberson

Non-Voting: Kouros Mohammadian and Leanne Redden

- 6.02 Proposed amendments to the Regional Planning Act [24-102](#)**

Attachments: [RPA Proposed Changes Memo](#)

Erin Aleman, Executive Director, reported that CMAP would like to pursue changes to the Regional Planning Act is to help support the agency complete its day-to-day operational needs. Staff has prepared three approaches for the Board's consideration. The current approach is to preserve the intent of the original regional Planning Act statute by continuing to require a 4/5 vote on key regional priorities and major agency actions. This approach specifies which actions would continue to be subject to a 4/5 vote of the Board members in office and allow action on remaining items to be determined by a process set forth in the by-laws. Alternative 1 would utilize the same language as identified in the current approach but expand upon the list of items that are still subject to a 4/5 vote of the Board members in office. She noted that the wording related to the annual federally funded program would need to remain the same after conversations with state legislators. Alternative 2 would identify which actions would be newly subject to a simple majority vote of the Board members in office. All other actions would continue to be subject to a 4/5 vote of the Board members in office.

Discussion ensued and the general consensus was that Alternative 2 was the preferred approach.

A motion was made by Member Gary Grasso, seconded by Member Paul Hoefert, to approve proposed

RPA amendments identified as Alternative 2 in the memo with the caveat that it would exclude the executive director's contract. The motion carried by the following roll call vote:

Aye: Gerald Bennett, Frank Beal, Gary Grasso, Paul Hoefert, Nina Idemudia, John Noak, Richard Reinbold, Nancy Rotering, Stefan Schaffer, Carolyn Schofield, Anne Sheahan and Matthew Walsh

Absent: Matthew Brolley and John Roberson

Non-Voting: Kouros Mohammadian and Leanne Redden

7.0 Information Items (continued)

7.01 Legislative Update

[24-096](#)

Attachments: [RPA Appropriations Memo](#)
[OMA Legislative Activity Memo](#)

Laura Wilkison, Senior Director and Policy Advisor, shared that CMAP has filed a bill that would appropriate \$5 million to CMAP to carry out the agency's broader scope of regional planning obligations that were detailed in the state statute but never funded including housing, climate, and economic development work.

Staff is watching a bill filed by the Illinois Municipal League that would allow public bodies subject to Open Meetings Act (OMA) to meet remotely in cases when the chief elected or appointed official of the public body deems it to be unsafe or a danger to public health. The OMA statute has language that permits certain public bodies with a jurisdiction of more than 4,500 square miles to meet the physical quorum requirements at one or more public building locations, through an interactive video conference provided that the public body provides public notice and public access. CMAP's jurisdiction is 4,071 square miles. Staff sought feedback on whether to work with the Illinois Municipal League to explore opportunities to allow metropolitan planning organizations with jurisdictions of 4,000 square miles or more to have a similar allowance. Discussion ensued and the general consensus was that the Board would be in favor of having staff, in partnership with the Illinois Municipal League, explore this option.

Staff is also moving forward with the federal and state advocacy agenda that was approved by the Board last year.

8.0 Other Business

There was no other business before the Board.

9.0 Public Comment

Garland Armstrong, former Illinois resident, sought information on recycling efforts. Chair Bennett reported that most municipalities' waste haulers provide a share of recycled material to their municipalities.

10.0 Next Meeting

The next meeting is scheduled for April 10, 2024.

11.0 Adjournment

A motion was made by Member John Noak, seconded by Member Paul Hoefert, to adjourn the meeting. The motion carried by the following vote:

Aye: Gerald Bennett, Frank Beal, Gary Grasso, Paul Hoefert, Nina Idemudia, John Noak, Richard Reinbold, Nancy Rotering, Stefan Schaffer, Carolyn Schofield, Anne Sheahan and Matthew Walsh

Absent: Matthew Brolley and John Roberson

Non-Voting: Kouros Mohammadian and Leanne Redden

The meeting was adjourned at 10:43 a.m.

Minutes prepared by Blanca Vela-Schneider



MEMORANDUM

To: CMAP Board

From: **Erin Aleman**, Executive Director

Date: April 3, 2024

Subject: Executive director's report

Action Requested: Information

Dear Board Members,

It is my pleasure to present the Executive Director's Report outlining notable updates ahead of our meeting in April. This memorandum is intended to provide greater transparency to CMAP's work and supplement the agenda.

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

Please note that previously, these written reports were provided *after* Board meetings. They also included details on CMAP communications such as newsletters, media coverage, and metrics. Those will now be provided on a quarterly basis — and will include additional content such as engagement activities and technical assistance updates.

Sincerely,

A handwritten signature in black ink, appearing to read 'Erin Aleman'.

Erin Aleman

2024 technical assistance call for projects has closed

The CMAP technical assistance and RTA community planning program call for projects was tremendously successful: we received a combined 122 applications from 96 applicants throughout the region. This is a huge response, given that our past annual average has been 50-60 applications. The top three CMAP categories included applications for: ADA self-evaluation and transition plans, bike and pedestrian plans, and corridor plans. CMAP and RTA staff will be busy reviewing applications, interviewing applicants, and preparing scores. We plan to announce the final list of awarded projects in June. For details, see the Call for Projects 2024 memo also attached to the April Board agenda.

ADA spring training

A friendly reminder that [registration is open](#) for CMAP's spring accessibility trainings, which cover topics like the Americans with Disabilities Act, ADA self-evaluations and transition plans, and the Illinois Accessibility Code. Trainings will take place April 15-16 and May 1-2. At this point, CMAP does not plan to offer future trainings on these topics, so we encourage your communities to seize this opportunity. These trainings are designed for municipal staff, public works staff, ADA coordinators, elected and appointed officials, community leaders, and anyone interested in learning about how to make their communities more accessible.

Data Land Use Inventory update

Our 2020 Land Use Inventory, which identifies up to 50 different land categories in northeastern Illinois, is [now available for download](#). It classifies all properties in the region into residential, commercial, industrial, agricultural, and other categories. This data is useful for understanding how we use and develop land and how that use has changed over time, with available data going back to 1990.

The Land Use Inventory is a resource for planners, government agencies, university researchers, non-governmental organizations, consulting firms, and more. It can help you understand existing land uses when creating a comprehensive plan and track progress towards goals. For example, you can analyze the success of development policies, such as tracking if recent policies have led to more infill and transit-oriented development.

I-290/Blue Line Corridor project update

CMAP, in partnership with the U.S. Department of Transportation's Build America Bureau, will hold a technical assistance workshop with its I-290/Blue Line Corridor project partners, the Illinois Department of Transportation and the Chicago Transit Authority, on April 4 and 5. The project partners will convene to discuss challenges, identify opportunities for collaboration and innovation, and develop a shared vision for continued progress on the corridor. This will be built on the Joint Statement of Understanding between the project partners to advance this critical multimodal corridor.

MPO Policy Committee Recap

The MPO Policy Committee met on March 14 and approved the FY25 Unified Work Plan. The committee will meet again on June 13.



MEMORANDUM

To: CMAP Board
From: CMAP Staff
Date: March 25, 2024
Subject: 2024 technical assistance call for projects

The CMAP Technical Assistance and RTA Community Planning programs support communities by offering planning and implementation assistance, providing interagency expertise, leverage the region's transit network, and building local government capacity. This work aligns with the comprehensive plan for the region, ON TO 2050, and the recently updated regional transit strategic plan, Transit is the Answer.

In conjunction with the RTA's Community Planning program, CMAP held a call for new technical assistance projects in spring 2024. Applications were due on March 22, 2024. CMAP and the RTA received a combined [122 applications](#) from 96 different applicants. This is the most applications received since 2011, the first year of the joint call by CMAP and RTA.

Below is a summary of applications that were received and a breakdown of applications by type of assistance. The type of technical assistance is based on the initial review of the application, but this may change throughout the course of the evaluation process. Please note that each agency evaluates initial applications for projects that they will manage.

Type of assistance	Number of applications
ADA Self-Evaluation and Transition Plan (CMAP)	20
Bicycle and Pedestrian Plan (CMAP)	17
Capital Improvement Plan (CIP) (CMAP)	7
Corridor Plan (CMAP/ RTA)	10
Curb Management Study (RTA)	0
Housing and Jobs Study – AHPAA (CMAP)	2
Developer Dialogue (RTA)	2
Equitable Transit-Oriented Development Plan (RTA)	6
Grant Readiness (CMAP)	8
Neighborhood Mobility Improvement and Mobility Hub Plan (CMAP)	3
NEXT (CMAP)	8
Pavement Management Plan (CMAP)	9
Site Planning (pilot project) (CMAP)	5
Special Financing District Study (RTA)	2
Transit Station Activation Project (pilot program) (RTA)	17
Transportation Safety Plan (CMAP)	5
Zoning Code Update (RTA)	1

All communities were welcome to apply for the call, but this year, communities in certain cohorts will receive priority consideration when evaluating applications for certain types of assistance. Below is a breakdown of applications from municipalities or Chicago Community Areas (CCAs) by community cohort. For applications spanning multiple jurisdictions, the cohorts from each jurisdiction were averaged to create a combined cohort for that application.

Community cohort	Number of applications
Cohort 1	34
Cohort 2	43
Cohort 3	12
Cohort 4	33

CMAP and RTA received applications from local governments in all seven counties of Northeastern Illinois. Below is a breakdown of applications by county. Applications that span multiple counties are counted multiple times, for each county that they’re located in.

County	Number of applications
Cook	67*
DuPage	16
Kane	12
Kendall	2
Lake	19
McHenry	11
Will	8

*Twenty-six (26) of the 67 applications were in the City of Chicago.

Next steps

CMAP and the RTA will begin reviewing applications now through May. Staff will evaluate applications against five thematic priorities.

- Achieve the goals associated with the sought-after type of assistance
- Strengthen planning capacity in communities with disadvantaged populations
- Increase community empowerment and equitable engagement
- Implement previously developed local plans
- Facilitate collaboration across jurisdictions

Staff will also solicit input on the applications from many groups, including transit service boards, Chicago Department of Transportation, Chicago Department of Planning and Development, County planning departments, County transportation departments, and partner technical assistance providers. Staff will conduct interviews to further understand the potential scope of work and resource requirements. CMAP awards will be announced in June.



MEMORANDUM

To: CMAP Board

From: Stephane Phifer, Interim Finance Deputy

Date: April 1, 2024

Subject: Authorization to enter into an engineering contract with a vendor to be determined as a result of RFQ 290, for the Berwyn-Riverside Railroad Grade Crossing Study for a term up to 24-months with three, one-year optional renewals, in an amount not to exceed \$500,000

Action Requested: Approval

Purpose

The Chicago Metropolitan Agency for Planning (CMAP) is seeking to enter into a contract with an engineering consulting firm to complete a Planning and Environmental Linkages (PEL) study for crossings of the BNSF Railway from Delaplaine Road in Riverside to Ridgeland Avenue in Berwyn.

Background

At its meeting on May 10, 2023, the CMAP Board approved an intergovernmental agreement between CMAP and the Cook County Department of Transportation and Highways (CCDOH) for the Berwyn-Riverside Railroad Grade crossing study. The Board of Commissioners of Cook County, at its meeting on July 20, 2023, authorized the execution of the intergovernmental agreement. Under the agreement, CMAP will complete a Planning and Environmental Linkages study for crossings of the BNSF Railway from Delaplaine Road in Riverside to Ridgeland Avenue in Berwyn. Cook County will pay the PEL study costs incurred by CMAP and will reimburse CMAP for study costs up to \$500,000.

Consistent with statutory requirements for architecture and engineering contracts, CMAP is following a qualifications-based selection (QBS) process. CMAP issued a Request for Qualifications (RFQ) on December 27, 2023. Five firms submitted their qualifications by the January 19, 2024 deadline for submittals. CMAP, together with the Cook County Department of Transportation and Highways, reviewed and ranked the submittals.

CMAP has identified 47 at-grade highway-rail crossings prioritized for study based on travel-time reliability, safety, transit, and freight issues. CMAP initiated studies at prioritized crossings, including along the BNSF Railway in Riverside and Berwyn. The study in Berwyn and Riverside identified a draft purpose and need coordinated with the Federal Highway

Administration and the Illinois Department of Transportation, addressing travel-time reliability, safety, and delay issues stemming from the highway-rail grade crossings. The present contract would advance this study to the identification and evaluation of alternatives to identify alternatives to carry forward to the phase-I engineering process. CCDOTH has agreed to carry the project forward to the engineering process if CMAP, working with communities and stakeholders, can identify one or more feasible alternatives that address the identified purpose and need and that are acceptable to the affected communities.

Review Process

RFQ 290 was advertised on the CMAP website on December 27, 2023. The RFQ identified five tasks: project management; outreach and engagement; identifying evaluation criteria for the alternatives; identify the range of alternatives; evaluate the alternatives; and select alternatives to carry forward. Submittals were to include the proposed project team; a narrative addressing the evaluation criteria for the RFQ (below); exhibits showing samples of exemplary projects or activities illustrating the responses to the evaluation criteria above; references; and required forms. Five responses were received by the January 19 deadline for submittals. Responses were reviewed by CMAP and CCDOTH staff. Following were the evaluation criteria:

1. The consultant team’s proposed organization for this project and project management/technical capabilities.
2. The consultant team’s project development experience for complex highway-rail grade separation projects, sensitive to community and environmental concerns. These projects may be throughout the United States. At a minimum, two such highly complex projects should be provided.
3. The consultant team’s experience participating in the coordination process for federally-funded Phase I projects through the Illinois Department of Transportation.
4. Project outreach and engagement experience, particularly experience leading to consensus for controversial projects. Responses should demonstrate prior effective engagement with the Spanish-speaking populations.
5. Familiarity with the transportation and community issues for this project, as laid out in the Purpose and Need and the Transportation System Performance Report, posted at <https://engage.cmap.illinois.gov/berwyn-riverside-crossings>.
6. Although experience on PELs by project team is not required, relevant experience will be taken into consideration.
7. Performance on prior CMAP and CCDOTH contracts will also be a consideration.

Following were the review team’s combined scores for the consultants, ranked from highest to lowest:

<i>Rank</i>	<i>Firm</i>	<i>Score</i>
1	Jacobs	8.9
2	Benesch	8.3
3	Patrick	8.2
4	TranSystems	8.1
5	Globetrotters	5

CMAQ and CCDOTH, having reviewed the submittals in detail, are satisfied that several of the vendors who submitted qualifications can complete the work.

Next Steps and Request of Board

Following the legislatively mandated qualifications-based selection process, CMAQ and CCDOTH are commencing negotiations with vendors, beginning with the most qualified vendor. If we cannot reach agreement on price or hours with the most qualified vendor, that vendor, we move that vendor from consideration, and move to the next-most qualified vendor, and so on, until we come to agreement with a vendor. CMAQ will then proceed to contract development and approval with the selected vendor. We expect to complete this process in April.

Staff requests Board authorization to enter into a contract with the vendor selected through the qualifications-based selection process for term of up to 24-months, with three one-year renewal options in an amount not to exceed \$500,000. Support for this study will be provided by Cook County Department of Transportation and Highways (CCDOH).

###



MEMORANDUM

To: CMAP Board

From: Stephane Phifer, Interim Deputy of Finance

Date: April 1, 2024

Subject: Authorization to enter into a contract with ICF as a result of RFP 296 for Congestion Management Strategy for a term up to 24-months with three, one-year optional renewals, in an amount not to exceed \$330,000

Action Requested: Approval

Purpose

The Chicago Metropolitan Agency for Planning (CMAP) is seeking to enter into a contract with a consultant to work with CMAP, as well as local, state, and federal partners, to create an updated and cohesive regional strategy to manage congestion while considering other regional goals.

Background

The Chicago Metropolitan Agency for Planning (CMAP) is developing a Congestion Management Strategy and is seeking a consultant to provide professional services to lead this work. The Chicago region is federally mandated to have a Congestion Management Process (CMP) to systematically manage congestion by providing information on system performance and assessing alternative strategies, as defined in 23 CFR 450.322. The region’s CMP currently meets federal requirements through various staff activities; however, CMAP is looking to hire a consultant to work with CMAP staff, as well as local, state, and federal partners, to create an updated and cohesive regional strategy to manage congestion while considering other regional goals. This project will encompass three areas of focus:

1. A data and modeling tools optimization assessment, to conduct an evaluation of CMAPs models and research best practices to identify recommendations to improve accounting for congestion impacts of projects.
2. Development of a strategy for the Congestion Management Process, and
3. Development of a Congestion Management Guidebook to assist CMAP and the region's implementing agencies in evaluating and implementing CMP strategies, including a comprehensive corridor study template.

Review Process

A Request for Proposals (RFP) was circulated and posted on the CMAP website on January 31, 2024. CMAP hosted a non-mandatory, virtual pre-bid meeting on February 8 to provide an overview to the RFP and answer consultant questions. There were 12 attendees that joined the pre-bid meeting, representing 10 unique consulting firms. On March 5, CMAP received one (1) proposal which was submitted by ICF. The proposal was a joint submission in partnership with Resource Systems Group (RSG) and Jacobs.

In response to having only received one submission, CMAP staff contacted several firms that attended the pre-bid meeting to assess obstacles or concerns that could have precluded potential bidders from pursuing this RFP.

It was revealed that while several of these firms were highly interested in submitting proposals to CMAP's solicitation, factors including bandwidth (numerous climate-related procurements around the region and ongoing IJJA planning work) and compatibility (disconnect between skillset and project scope) were the main reasons why bids were not submitted.

The proposal was reviewed and independently scored by CMAP staff. The criteria for selection included the following:

1. Qualification and experience of the consultant and team members
2. Methodology and approach
3. Understanding of congestion management planning and induced demand
4. Demonstrated capacity to engage stakeholders effectively
5. Previous work examples and references
6. Budget and cost-effectiveness

Following consideration of the proposal, the evaluation panel decided to send a written list of technical questions responsive to the team's proposed approach. Questions were sent to the applicant on March 11th and responses were returned to CMAP on March 13th. Responses to the posed technical questions were strong and informative and did not cause adjustments to the scoring of the proposal.

Table 1 below shows the average score of the firm that submitted a response to the RFP.

Table 1 Average team scores for proposals

<i>Criteria</i>	<i>Max Score</i>	<i>ICF</i>
Qualifications and experience	20	16.67
Methodology and approach	25	22.5
Understanding	20	18
Effective engagement	10	8
Examples and references	10	9.67
Cost-effectiveness	15	14.5
Total	100	89.33
Price Proposal		\$299,827.83

Recommendation for Contractor Selection

Following consideration of the proposal, the selection committee determined that ICF's proposal presented a strong approach, experience, similar work examples, and specialized skills required to execute the work.

ICF's experience in the field of congestion management planning is extensive and impressive. ICF led the development of the Congestion Management Process (CMP) Guidebook, FHWA's national guidebook on the CMP, and they have led on the development of CMPs and similar system management and operations plans for numerous peer regions. The full team brings extensive experience in best practices related to modeling the congestion impacts of projects, especially Resource Systems Group, which has provided significant modeling support to CMAP in previous efforts.

The proposal demonstrates a strong understanding of each area of focus in this project. The reviewers are confident that ICF will prepare a CMP that complies with federal requirements, fits into the broader regional transportation planning process as required for MPOs, and systematically identifies effective strategies to manage congestion while also achieving other regional goals. ICF's proposal reinforces that the project will be pursued in partnership with key stakeholders. The proposal also demonstrates an understanding of the importance of associated deliverables within this project scope, such as the Congestion Management Guidebook and Comprehensive Corridor Study Template, which will be critical for CMAP and partners to successfully implement identified strategies.

The evaluation panel recommends entering into a contract with ICF for a term of up to 24-months, with three one-year renewal options in an amount not to exceed \$300,000, being the price proposal rounded to the nearest thousand. The board authorization request includes an additional 10% increase for a total authorization of \$330,000. Support for this project will be provided by IDOT UWP funds.

###



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

MEMORANDUM

To: CMAP Board

From: Stephane Phifer, Interim Finance Deputy

Date: April 1, 2024

Subject: Authorization to enter into a contract with High Street Consulting Group as a result of RFQ 295 for 2026 Regional Transportation Plan (RTP) consulting services for a term up to 24-months with three, one-year optional renewals, in an amount not to exceed \$880,000

Action Requested: Approval

Purpose

The Chicago Metropolitan Agency for Planning (CMAP) is seeking to enter into a contract with a consultant to support in the development of the Regional Transportation Plan (RTP) to augment existing staff capacity to coordinate with member agencies, conduct public outreach, perform regional analysis, develop static and online mapping products, and draft and finalize a plan document that can be referenced and understood by decision makers, member agency staff, and the public.

Background

The Chicago Metropolitan Agency for Planning (CMAP) is developing the 2026 Regional Transportation Plan (RTP) for the seven-county CMAP region, which will serve as the next Metropolitan Transportation Plan as required by 23 CFR §450.324. The 2026 RTP will build upon previous work to develop the ON TO 2050 comprehensive plan, while integrating recent policy and planning work from CMAP and its member agencies and new requirements from the Infrastructure Investment and Jobs Act (IIJA).

CMAP is seeking consultant support in the development of the RTP to augment existing staff capacity to coordinate with member agencies, conduct public outreach, perform regional analysis, develop static and online mapping products, and draft and finalize a plan document that can be referenced and understood by decision makers, member agency staff, and the public.

Review Process

A Request for Qualifications (RFQ) was circulated and posted on the CMAP website on January 31, 2024. CMAP hosted a non-mandatory, virtual pre-bid meeting on February 8 to provide an overview to the RFQ and answer consultant questions. There were 22 attendees that joined the pre-bid meeting, representing 17 unique consulting firms. On March 5, CMAP received two proposals, one from High Street and one from HNTB. Each proposal was a joint submission in partnership with several other agencies. High Street serves as the prime for their submission, with CDM Smith, Cempel ITC, and Morreale Communications joining their team. HNTB is the lead agency for their submission, joined by partners Cambridge Systematics and MUSE Community & Design.

Proposals were reviewed by CMAP staff, who scored each proposal independently. The criteria for selection included the following:

1. Accurate and full understanding of the project, including familiarity with northeastern Illinois, regional transportation issues, and key stakeholders.
2. Demonstrated success in similar past or current projects.
3. Availability and qualifications of committed personnel.
4. The cost-effectiveness of the proposal relative to the quality and scope of services.

Following consideration of the two proposals, the evaluation panel determined that both teams submitted complete proposals and should both be interviewed. Interviews were conducted on March 13 with both teams respectively. Each consulting team gave a presentation of their proposal and responded to previously provided questions submitted by the evaluation panel. The evaluation panel used the information from the interview to finalize their scoresheets.

Table 1 below shows the average score of each firm that submitted a response to the RFQ.

Table1 Average team scores for all proposals

<i>Criteria</i>	<i>Max Score</i>	<i>High Street</i>	<i>HNTB</i>
1. Project Understanding	30	27	21
2. Experience	30	25.5	21
3. Project team	20	17	15.5
4. Cost effectiveness	20	18	17.5
Total	100	87.5	75
Price proposal		\$799,964.99	\$799,962.86

Recommendation for Contractor Selection

Following consideration of the two proposals, the evaluation panel determined that High Street represented the strongest understanding, experience, project team, and cost effectiveness to execute the work.

The approach proposed by High Street resonated strongly with the evaluation team and showed a high level of project understanding. Additionally, High Street demonstrated significant familiarity with CMAP as well as the challenges and opportunities facing the region.

High Street's emphasis on both the CMAP core values, particularly Drive Innovation and Pursue Equity, and data-driven prioritized investment to maximize regional benefits showed strong alignment with CMAP's goals for the RTP project and region at large. High Street's project team also demonstrated strong qualifications and significant experience in developing metropolitan planning area plans and state-wide long-range transportation plans. The approach to communications and engagement and High Street's understanding of key stakeholders were also strengths of the proposal.

The submission from HNTB was highlighted by the team's regional planning experience and track record of working with implementing agencies throughout the region. The project administration approach, including dedicated time of project quality managers, provided by HNTB was organized and strong. The evaluation panel appreciated HNTB's impressive submission yet determined that High Street's application more closely aligned to the needs of the project.

The evaluation panel concluded that High Street's excellent understanding of the RTP project, significant relevant experience of the firm, dedicated involvement of key staff in the project team, as well as their cost-effective proposal makes their application the strongest received. High Street's project approach provides a clear roadmap to the completion of a successful RTP project and the component pieces and policy topics of which it consists.

The evaluation panel recommends entering into a contract with High Street Consulting for a term of up to 24-months, with three one-year renewal options in an amount not to exceed \$800,000, being the price proposal rounded to the nearest thousand. The board authorization request includes an additional 10% increase for a total authorization of \$880,000. Support for this project will be provided by IDOT UWP funds.

###



MEMORANDUM

To: CMAP Board

From: Stephane Phifer, Interim Deputy of Finance

Date: April 1, 2024

Subject: Authorization to enter into a contract with Energy + Environmental Economics (E3) as a result of RFP 297 for Comprehensive Climate Action Plan Technical Assistance for a term up to 24-months with three, one-year renewal options in an amount not to exceed \$440,000

Action Requested: Approval

Purpose

The Chicago Metropolitan Agency for Planning (CMAP) is seeking to enter into a contract with a consultant to augment existing CMAP staff capacity and provide expertise in the areas of greenhouse gas (GHG) emissions quantification and benefits analyses, equitable engagement of impacted communities, communications and outreach, and policy development.

Background

The Chicago Metropolitan Agency for Planning (CMAP), in partnership with the Metropolitan Mayors Caucus (MMC), is participating in Phase 1 planning work related to the U.S. Environmental Protection Agency (USEPA) Climate Pollution Reduction Grant (CPRG) program funds granted to MMC. Phase 1 involves three major deliverables:

- Priority Climate Action Plan (PCAP) – led by MMC, due March 1, 2024;
- Comprehensive Climate Action Plan (CCAP or Plan) – led by CMAP, due July 28, 2025; and
- Status Report – led by CMAP, due May 2027.

This contract focuses on the CCAP deliverable of Phase 1 of the CPRG program with continued support to advance portions of the Status Report deliverable contingent on options for contract renewal. The Comprehensive Climate Action Plan for the Chicago Metropolitan Statistical Area (MSA) will identify solutions to allow the region to meet net-zero greenhouse gas emissions by 2050. CMAP is seeking a consultant or team of consultants to augment existing CMAP staff capacity and provide expertise in the areas of greenhouse gas (GHG) emissions quantification and benefits analyses, equitable engagement of impacted communities, communications and outreach, and policy development.

Review Process

A Request for Proposals (RFP) was circulated and posted on the CMAP website on February 7, 2024. CMAP hosted a non-mandatory, virtual pre-bid meeting on February 14 to provide an overview of the RFP and answer consultant questions. There were 23 attendees in the pre-bid meeting, representing 17 unique consulting firms. On March 6, CMAP received nine proposals from the following teams:

- Blue Strike Environmental and Terracon
- Buro Happold, Sam Schwartz, and Muse Community & Design
- Energy + Environmental Economics (E3) and Muse Community & Design
- Ernst Young and K.O. Strategies
- Guidehouse and Rise Strategy Group
- ICF and Metro Strategies
- KPMG and Rasor Marketing Communications
- MMG Earth
- Sustainability Solutions Group (SSG), Teska Associates, Egret & Ox

Proposals were reviewed by CMAP staff, who scored each proposal independently. The criteria for selection included the following:

1. The demonstrated record of experience in providing the professional services identified in the scope of services of both the Consultant and identified staff. As part of this analysis, the team considered prior project performance on CMAP contracts.
2. The demonstrated understanding of the scope of services the Consultant firm(s) described in the submitted project approach.
3. The quality and relevance of the examples of similar work.
4. The Consultant's integration of ON TO 2050's core values into the proposal.
5. Cost to CMAP, including consideration of all project costs and per-hour costs.

Following consideration of the nine proposals, the evaluation panel determined that Blue Strike Environmental and MMG Earth submitted incomplete proposals with an outdated price proposal form.

Table 1 below shows the average score of each firm that submitted a response to the RFP.

Table 1 Average team scores for all proposals

<i>Criteria</i>	<i>Max Score</i>	<i>Blue Strike Environmental</i>	<i>Buro Happold</i>	<i>E3</i>	<i>Ernst Young</i>
1. Experience	30	20	24	25	20
2. Project approach	30	21	24	25	19
3. Project examples	20	13	17	18	12
4. Core values	10	9	8	8	6
5. Cost to CMAP	10	7 (incorrect form)	8 (\$399,855)	8 (\$399,540)	6 (\$399,997)
Bonus: DBE/MBE/WBE/VBE	1	0	0	0	0
Total	101	70	80	84	62

<i>Criteria</i>	<i>Max Score</i>	<i>Guidehouse</i>	<i>ICF</i>	<i>KPMG</i>	<i>MMG Earth</i>	<i>SSG</i>
1. Experience	30	19	24	21	6	25
2. Project approach	30	21	25	22	6	23
3. Project examples	20	15	17	14	3	17
4. Core values	10	8	7	8	7	7
5. Cost to CMAP	10	7 (\$400,000)	7 (\$399,973)	7 (\$399,771)	4 (incorrect form)	7 (\$358,780)
Bonus: DBE/MBE/WBE/VBE	1	0	0	0	1	0
Total	101	70	81	72	27	79

Recommendation for Contractor Selection

The evaluation panel determined that E3 represented the strongest experience, project team, understanding, and cost-effectiveness to execute the work.

The project team identified by E3 has strong qualifications and significant experience in developing climate action plans and decarbonization studies as well as leading meaningful community engagement. The approach proposed by E3 resonated strongly with the evaluation team and showed a high level of project understanding and familiarity with the CPRG program. The evaluation panel believes the team is well-equipped to help CMAP evaluate and select the right modeling tools to use in the development of the CCAP as well as future efforts. The approach to communications and engagement was innovative and demonstrated a process for building in feedback loops to inform the plan development process. E3 also demonstrated a strong understanding of the decarbonization brief optional task and the value of this work to inform policy development and communications.

ICF, Buro Happold, and SSG all offered strong teams and a deep understanding of climate action planning and the CPRG program. Staff appreciated their experience working with other metropolitan planning organizations, regions, and large cities to develop actionable plans to reduce GHG emissions. Overall, all teams had a strong approach to engagement and the quantification tasks. While the evaluation panel was impressed by these teams, E3's application

was ultimately determined to be more closely aligned to the needs of the project.

Blue Strike Environmental, Ernst Young, Guidehouse, and KPMG demonstrated less experience with similar projects and the evaluation panel was less confident in the teams' approaches to the engagement and quantification tasks. However, staff appreciated the strong communications approach and experience proposed by Ernst Young, Guidehouse, and KPMG as well as the technical expertise of the Blue Strike team. MMG Earth centered equity in their proposal yet demonstrated little experience with similar projects and did not propose a detailed approach consistent with the project's needs and goals. While all are remarkable and reputable firms, this project requires more knowledge and experience in conducting multi-jurisdictional climate action plans and meaningful engagement of impacted communities.

The evaluation panel concluded that E3's excellent understanding of the CCAP project, significant relevant experience of the team, dedicated involvement of key staff in the project team, as well as their cost-effective proposal makes their application the strongest received. E3's streamlined approach and knowledgeable team of efforts will ensure CMAP not only delivers on the requirements of the CPRG program but meets the high standard of equitable and inclusive planning that we strive for in the region.

The evaluation panel recommends entering into a contract with E3 for a term of up to 24-months, with three one-year renewal options in an amount not to exceed \$400,000, being the price proposal rounded to the nearest thousand. The board authorization request includes an additional 10% increase for a total authorization of \$440,000. Support for this project will be provided by IDOT UWP funds and Climate Pollution Reduction Grant (CPRG) funds.

###



Chicago Metropolitan
Agency for Planning

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

MEMORANDUM

To: CMAP Board

From: Stephane Phifer, Interim Deputy of Finance

Date: April 1, 2024

Subject: Ratification of a service contract with SK Global Software for a three-year term for a Treasury Automation Suite (TAS) software subscription and related professional services in an amount not to exceed \$77,000

Action Requested: Approval

Purpose

Seeking the ratification of a service contract with SK Global for a three-year subscription for Treasury Automation Suite (TAS) software and professional services relating to the automation of the bank reconciliation, electronic payments and receipts and check fraud detection for the new D365 Enterprise Resource Planning (ERP) system.

Background

On June 8, 2022, the CMAP Board authorized a contract with Arctic Information Technology, Inc. as a result of RFP 263 for Software and Implementation Services for a Financial Management System. The software systems selected through that procurement process was Microsoft Dynamics 365 Enterprise Resource Planning system and SK Global BankFabric being an add-on developed with Microsoft to function specifically with Dynamics 365. This BankFabric subscription allows bank communications for inbound and outbound files to be stored and encrypted.

This software subscription was originally intended to be a pass-through under the Arctic IT board authorization, therefore on January 27, 2023, the CMAP Executive Director entered into a contract with SK Global Software for a three-year software subscription in an amount of \$39,200 and related professional services for set up in an amount of \$36,900 for a total of \$76,100. It was subsequently determined that this pass-through amount was not accounted for in setting the not to exceed amount authorization.

In lieu of seeking authorization to increase the Arctic IT authorization, it was determined that it would be in CMAP's best interest to request that the Board ratify the contract entered into with SK Global Software on January 27, 2023, as a direct Board authorization due to the ongoing long-term relationship for licensing, support and maintenance with the vendor.

Request

Ratification is requested for the service contract with SK Global Software in an amount not to exceed \$77,000, being the price proposal rounded to the nearest thousand. Support for this project will be provided by IDOT UWP funds.

###



Chicago Metropolitan Agency for Planning

433 West Van Buren Street
Suite 450
Chicago, IL 60607

312-454-0400
cmap.illinois.gov

MEMORANDUM

To: CMAP Board

From: Erin Aleman, Executive Director

Date: April 1, 2024

Subject: Amendment consideration for the CMAP by-laws

Action Requested: Approval

Introduction:

At the CMAP Board meetings in May and June, the Board reviewed drafted changes to their by-laws. After discussion, the Board directed staff to meet with a group of board members representing Cook County, collar counties, and the City of Chicago to discuss and make recommendations for any by-law amendments. Staff met with members Sheahan, Brolley and Walsh, as well as the CMAP legal counsel Hart Passman from Elrod Freidman, to review and discuss potential changes.

At the February and March Executive Committee meetings, committee members discussed the proposed changes with counsel and suggested additional modifications to align the by-laws with the pending state legislation. Members discussed providing further clarity to Article Four and asked to provide additional language around failure of the Board to achieve quorum and the explicit application of the four-fifths rule to the Executive Committee.

Following these additional modifications, the Executive Committee is recommending the approval of the draft by-laws to the full CMAP Board.

Below is a brief overview of the changes presented in the redline document.

Article Three: Organization of CMAP

Upon recommendation of legal counsel, Article Three adds the following:

1. Provide further clarification on virtual meeting participation
2. Provide clarification that the board and its committees may use a consent agenda to transact business

3. Provide clarity and transparency by documenting in the by-laws the long-standing practice of maintaining on the Executive Committee 2 members each from the City of Chicago, Cook County and the collar counties

Article Four: Powers of the Executive Committee

Unlike local governments, CMAP does not have taxing authority and instead derives the majority of its funding from federal, state, and philanthropic grants. In a typical year, 90% or more of the agencies funding is included in the CMAP budget and approved by the board in February. However, some grant opportunities occur after the board approves the annual budget. In these cases, CMAP reports monthly to the executive committee on any new grants the agency is requesting and if funding is awarded.

As these mid-year grants are approved by the funder, the agency has a need to enter into grant agreements, inter-governmental agreements, and contracts necessary to complete the work outlined in the awarded grant proposal. Grants the agency seeks are consistent with the regional planning act, long range plan and the guidelines provided by the funding agency.

Authorizes the Executive Committee to take the following actions when they are consistent with the most current long-range plan:

1. Accept grants and enter into the associated grant agreements
2. Enter into intergovernmental agreements
3. Approve or amend contracts with the following limitations
 - a. limits authorizations to \$1 million dollars
 - b. limits the duration of any approved contract to 3 years plus (2) one-year extensions renewals
 - c. existing by-laws requires notification to the board of all such actions taken by the Executive Committee
4. Approve change orders to existing contracts for up to 10%

The Executive Committee discussed the importance of the amendments not circumventing the powers of the CMAP Board and in addition to the language in 2A, 2B, 2C and 2D, asked to include the following limitations of the Executive Committee:

1. Taking actions only when a Board meeting has not occurred 14 days prior and will not meet for an additional 14 days;
2. Explicit language about four-fifths of the members of the Executive Committee being necessary

The executive director will continue to seek board approval when possible and expedient.

Article Seven: Power of the Executive Director

Upon recommendation of legal counsel, ties the simplified acquisition threshold or maximum contract authority of the Executive Director to the limits defined in State Statute.

Article Ten: Miscellaneous

Emergency purchases during a declared state of emergency – increase the limit to \$250,000. This provision provides a safety net if significant damage occurred to the CMAP office, personal protective equipment was required by staff to perform work, or other major impact was experienced during a declared state or federal emergency. There has only been one qualifying state of emergency since the agency's inception.

**BY-LAWS OF THE
CHICAGO METROPOLITAN AGENCY FOR PLANNING**

Adopted June 21, 2006

Revised November 28, 2007

Revised November 13, 2013

Revised October 11, 2017

Revised June 9, 2021

**BY-LAWS OF THE
CHICAGO METROPOLITAN AGENCY FOR PLANNING**

TABLE OF CONTENTS

		<u>Page</u>
ARTICLE ONE	Purpose of the Chicago Metropolitan Agency for Planning.....	1
ARTICLE TWO	Definitions.....	1
ARTICLE THREE	Organization of the Chicago Metropolitan Agency for Planning.....	2
ARTICLE FOUR	<u>Powers of the Executive Committee</u>	<u>8</u>
<u>ARTICLE FIVE</u>	Citizens' Advisory Committee.....	<u>79</u>
ARTICLE FIVE	Procedures for <u>SIX</u> Public Participation at Public Hearings, Board Meetings, and Citizens' Advisory Committee Meetings.....	79 <u>79</u>
ARTICLE SIX <u>SEVEN</u> Powers of the Executive Director	810 <u>810</u>
ARTICLE SEVEN <u>EIGHT</u> Access to Public Records	810 <u>810</u>
ARTICLE EIGHT <u>NINE</u> Maintenance of Public Records	810 <u>810</u>
ARTICLE NINE <u>TEN</u>	Miscellaneous.....	910 <u>910</u>

ARTICLE ONE
Purpose of the Chicago Metropolitan Agency for Planning

The Chicago Metropolitan Agency for Planning (“CMAP”) was created by the Regional Planning Act (70 ILCS 1707/1 et. seq.) (the “Act”), and the agency’s Policy Committee is the federally-designated Metropolitan Planning Organization for northeastern Illinois as detailed in the Federal-Aid Highway Act of 1962 [23 U.S.C. § 134]. The Act provides for a consolidated regional planning agency to plan for the most effective public and private investments in the northeastern Illinois region, to better integrate plans for land use and transportation, program transportation funds, and serve as the region’s data hub.

CMAP was created to address the development and transportation challenges in Cook, DuPage, Kane, Kendall, Lake, McHenry and Will Counties. The agency also provides research on transportation system safety and equity, freight, housing, economic development, and environment and natural resources through the federally- required metropolitan planning process.

These Rules shall serve to guide the proper functioning of the urban transportation planning process by CMAP as well as general procedures and policies for CMAP, and CMAP committees.

ARTICLE TWO
Definitions

As used in these By-Laws, the following terms shall mean:

- (a) Act means the Regional Planning Act, effective August 9, 2005, as amended now and hereafter.
- (b) Board means the fifteen voting members and non-voting members of CMAP.
- (c) Board member means a voting member or non-voting member of CMAP.
- (d) Policy Committee means the decision-making body of the MPO.
- (e) Chair means the Chair of the Board.
- (f) Executive Director means the Executive Director of the Chicago Metropolitan Agency for Planning.
- (g) Northeastern Illinois region means Cook, DuPage, Kane, Kendall, Lake, McHenry, and Will Counties.
- (h) CMAP means the Chicago Metropolitan Agency for Planning created pursuant to the Act.

ARTICLE THREE
Organization of the Chicago Metropolitan Agency for Planning

1. Composition of the Board

The CMAP is governed by a board (“Board”) consisting of the following 15 voting members and non-voting members, all as appointed ~~by~~pursuant to the Regional Planning Act (the “Act”) and serving for initial terms as follows:

- A. One member from DuPage County appointed cooperatively by the mayors of DuPage County and the chief elected county official of DuPage County with a term expiring on July 1, 2007.
- B. One member representing both Kane and Kendall Counties appointed cooperatively by the mayors of Kane County and Kendall County and the chief elected county officials of Kane County and Kendall County with a term expiring on July 1, 2007.
- C. One member from Lake County appointed cooperatively by the mayors of Lake County and the chief elected county official of Lake County with a term expiring on July 1, 2009.
- D. One member from McHenry County appointed cooperatively by the mayors of McHenry County and the chief elected county official of McHenry County with a term expiring on July 1, 2009.
- E. One member from Will County appointed cooperatively by the mayors of Will County and the chief elected county official of Will County with a term expiring on July 1, 2009.
- F. Five members from the City of Chicago appointed by the Mayor of the City of Chicago. As designated at the time of appointment, the terms of 2 of these members shall expire on July 1, 2007 and the terms of the other 3 members shall expire on July 1, 2009.
- G. One member from that portion of Cook County outside of the City of Chicago appointed by the President of the Cook County Board of Commissioners with a term expiring on July 1, 2007.
- H. Four members from that portion of Cook County outside of the City of Chicago appointed, with the consent of the President of the Cook County Board of Commissioners, as follows:
 - 1) One by the mayors representing those communities in Cook County that are outside of the City of Chicago and north of Devon Avenue with a term expiring on July 1, 2007.

- 2) One by the mayors representing those communities in Cook County that are outside of the City of Chicago, south of Devon Avenue, and north of Interstate 55, and in addition the Village of Summit with a term expiring on July 1, 2009.
- 3) One by the mayors representing those communities in Cook County that are outside of the City of Chicago, south of Interstate 55, and west of Interstate 57, excluding the communities of Summit, Dixmoor, Posen, Robbins, Midlothian, Oak Forest, and Tinley Park with a term expiring on July 1, 2007.
- 4) One by the mayors representing those communities in Cook County that are outside of the City of Chicago and east of Interstate 57, and, in addition, the communities of Dixmoor, Posen, Robbins, Midlothian, Oak Forest, and Tinley Park with a term expiring on July 1, 2009.

I. The Policy Committee may appoint one of their members to serve as a non-voting member and the CMAP Board may appoint other non-voting members of the Board. All members must reside in the seven-county region.

2. Terms

After their initial terms, Board members shall hold a term of 4 years or until successors are appointed and qualified.

3. Vacancies

If a vacancy occurs, the appropriate appointing authority shall fill the vacancy by an appointment for the unexpired term.

4. Compensation

Board members shall receive no compensation, but shall be reimbursed for expenses incurred in the performance of their duties.

5. Attendance by Video or Audio Conference

Board members or committee members may attend a Board or committee meeting via audio or video conference as only to the extent permitted under the Open Meetings Act (5 ILCS ~~1201/1~~120/1, *et seq.*), now and as hereafter amended.

~~6. Virtual Meetings~~

~~The Board and its committees may conduct meetings by audio or video conference, without the physical presence of a quorum of the members, to the extent permitted by, and in accordance with, Section 7(e) of the Illinois Open Meetings Act, as may be amended.~~

6. ~~7.~~ Quorum

A majority of the voting Board members holding office shall constitute a quorum for the purpose of convening a meeting of the Board.

7. ~~8.~~ Voting

A. A vote shall be taken on any motion, resolution, or ordinance of the CMAP Board and shall be included in the record of the meeting.

~~B.~~ B. The affirmative votes of at least 4/5 of the ~~voting~~ Board members in office is necessary for the Board to take any action for which Board approval is required pursuant to the Act or these By-Laws. A Board member or committee member who attends a meeting via ~~telephone~~ audio or video conference (as provided in Article 3, Section 5 above) is considered present for purposes of voting.

8. ~~9.~~ Regular Meetings and Time and Place of Meetings

Regular meetings of the Board shall be held at least once in each calendar quarter. The time and place of Board meetings shall be fixed by resolution of the Board.

9. ~~10.~~ Special Meetings

Special meetings of the Board may be called by the Chair or a majority of the Board members.

10. ~~11.~~ Workshop Meetings

The Board may choose to hold workshop meetings from time to time, by a call of the Chair or a majority of the Board members. A quorum shall not be necessary for conducting a workshop; however, all board workshops shall be noticed in the same manner as regular meetings of the Board, and no final action may be taken at any Board workshop. Workshop meetings shall be considered meetings of the Board for purposes of these By-Laws and the Open Meetings Act.

11. ~~12.~~ Notice to Board Members

A written notice of the time and place of any special meeting or workshop shall be provided to all Board members at least 96 hours prior to the date fixed for the meeting by regular mail, e-mail or facsimile, except that if the time and place of a special meeting is fixed at a regular meeting at which all Board members are present, no such written notice is required.

12. ~~13.~~ Chair, First Vice Chair, and Second Vice Chair

At its initial meeting and its first regular meeting after July 1 of each year thereafter, the Board shall appoint from its membership a Chair, a first vice Chair and a second vice Chair who will all serve until their successors are appointed. The first vice Chair shall act

as Chair during the absence or disability of the Chair and in case of resignation or death of the Chair and shall carry out such other duties as designated by resolution of the Board. If the first vice Chair is unavailable to take on such duties, the second vice Chair shall act as Chair during the absence or disability of the Chair and in case of resignation or death of the Chair and shall carry out such other duties as designated by resolution of the Board.

13. ~~14.~~ Agenda Development and Distribution ~~For~~for Board Meetings

- A. Before a Board meeting, the Chair shall review a tentative agenda prepared by the Executive Director and set a final agenda for the upcoming Board meeting. Board members' requests to place an item on the agenda shall be made to the Executive Director or the Chair at least 96 hours prior to the date fixed for the meeting.
- B. The Executive Director shall provide the agenda for each regular meeting to all Board members at least 72 hours before such meeting. The Executive Director shall also provide to each Member a draft of each ordinance or resolution to be proposed for action of the Board at least 72 hours before such meeting. The agenda for such meeting shall be posted at the principal office of CMAP and at the location where the meeting will be held, at least 48 hours before such meeting. Revisions to the agenda may be made by the Chair or by a majority of the Board not less than 72 hours prior to the meeting, including addition to the agenda of items requiring adoption of an ordinance or resolution at the meeting, provided, however, that a copy of each ordinance or resolution is also made available to each Member.

14. Consent Agenda

- A. At any meeting, the Board may, by unanimous consent, take a single vote on the several questions of the passage of any two or more of the designated ordinances, orders, resolutions, or motions placed together for voting purposes in a single group (the "Consent Agenda"). The Executive Director may, but is not required to, submit a Consent Agenda to be considered by the Board at each Board meeting. The Consent Agenda may contain (1) all matters deemed by the Executive Director to be of a noncontroversial nature; (2) all matters on which the Board has previously issued a preliminary favorable vote or recommendation; and (3) the approval of bids when the recommendation is to accept the low bidder.
- B. Any item may be removed from the Consent Agenda at the Board meeting by the request of any one member. Upon removal, the item will be considered and voted upon separately.
- C. A single vote on the Consent Agenda shall be deemed in compliance with all requirements of law for all intents and purposes as if the vote in each case had been taken separately for each individual item on the Consent Agenda. Members voting on the Consent Agenda may state those specific items for which they vote nay, or abstain.

15. Minutes of Board and Committee Meetings

Written minutes of all Board and committee meetings shall be prepared. Such minutes shall include, but need not be limited to:

- 1) the date, time and place of the meeting;
- 2) the members recorded as either present or absent (if any members attended via audio or video conference, the minutes of such meetings must state which members were physically present and which members were present via audio or video conference); and
- 3) a summary or discussion on all matters proposed, deliberated or decided, and a record of any votes taken.

Board members may request that specific comments be included in the minutes.

Minutes of all meetings open to the public shall be maintained on file by the Executive Director.

Minutes of prior meetings open to the public and prior meetings closed to the public shall be furnished to Board members in the advance Board packages for review and approval at the ensuing Board meeting.

Minutes of meetings open to the public shall be available for public inspection during the regular business hours of CMAP at the principal office of CMAP within 7 days of the approval of such minutes. Minutes of meetings closed to the public shall be placed in a confidential file and available for public inspection only after the Board determines that it is no longer necessary to protect the public interest or the privacy of an individual by keeping them confidential.

The Board shall periodically, but no less than semi-annually, meet to review minutes of all closed meetings. At such meetings a determination shall be made, and reported in an open session that (1) the need for confidentiality still exists as to all or part of those minutes or (2) that the minutes or portions thereof no longer require confidential treatment and are available for public inspection.

16. Compliance with the Open Meetings Act

All meetings of the Board and committees shall be held in compliance with the Open Meetings Act (5 ILCS 1201/1, *et seq.*), now and as hereafter amended.

17. Board Committees

The committees of the Board may make recommendations to the Board, but, except as provided to the contrary in these By-Laws with respect to the Executive Committee, the Board takes all actions for CMAP. The committees of the Board are as follows:

A. Executive Committee. The Executive Committee is to be comprised of six members, as follows:

1. Two members from among the Board members representing the City of Chicago;

2. Two members from among the Board members representing suburban Cook County; and

3. Two members from among the Board members representing DuPage, Kane, Kendall, Lake, McHenry, and Will Counties.

Each member of the Executive Committee must be approved by a concurrence of four-fifths of the Board members in office.

The Executive Committee shall serve as the audit and finance committee and (i) manage the day-to-day operations of CMAP; (ii) review and direct the activities of the other committees of CMAP; (iii) make recommendations on an executive director; (iv) develop strategic plans and policies for CMAP; and (v) develop a funding plan for the CMAP. Further, the Executive Committee shall have those powers and duties set forth in Article ~~Four~~4 of these By-Laws.

B. Transportation Committee. The CMAP Board shall jointly determine the structure and member organizations of the Transportation Committee with the Policy Committee. The Transportation Committee shall fulfill duties outlined in the Memorandum of Understanding (MOU) between CMAP and the Policy Committee.

C. Citizens' Advisory Committee. The CMAP Board shall create a standing Citizens' Advisory Committee to provide continuous and balanced public representation in the development of regional plans and policies.

D. Any other committees created by the Board. Such committees shall have such duties as the Board designates.

The Board can change the duties of any committee or dissolve any committee at any time, with the exception of the Citizens' Advisory Committee and the Transportation Committee which shall be done jointly with the Policy Committee. The Chair shall appoint members to committees and designate committee chairmen at the beginning of each calendar year or at the time the Committee is created. The Chair of each committee shall serve for the balance of the calendar year and until a successor is appointed. The Chair of any committee may be reappointed as Chair of the committee.

The Chair may delegate to the Executive Director management of committees created pursuant to this section, including but not limited to the appointment of committee members and Chair, establishment of meeting dates, and the setting of meeting agendas. The Executive Director may also establish technical committees to advise CMAP staff.

Any question of committee jurisdiction over an issue shall be raised with the Executive Director.

18. Live-streaming

The Board will broadcast open meetings of the board in real time using a high-speed Internet connection in compliance with the Regional Planning Act.

ARTICLE FOUR
Powers of the Executive Committee

1. In addition to those duties set forth in Article Three, Paragraph 17.A of these By-Laws, the Executive Committee has been established by the Board to:

- A. discuss CMAP agenda items, legislative issues, and similar concerns and business, for recommendation(s) to the Board;
- B. take action on certain administrative items, including (i) procurements for work activities that have been approved by the board ~~in CMAP's annual budget and workplan~~; and (ii) accepting grant funding, and approving, entering into, and implementing associated grant agreements, consistent with CMAP's then-current long-range plan and strategic direction;
- C. annually review the performance of the Executive Director, and upon completion of its review, to forward its findings and recommendations to the full Board; and
- D. consider and provide direction to the Executive Director regarding such other matters that may come before CMAP from time to time.

2. In order to assist the Board in carrying out its general powers and duties granted under the Act, whether because no meeting of the Board has been scheduled or due to failure to obtain a quorum at a scheduled meeting of the Board, at any time at which the Board has not met in the prior 14 days, and will not meet for at least 14 days, the Executive Committee is expressly granted the authority, without prior Board approval, to take any of the following actions, but only by concurrence of four-fifths of the members of the Executive Committee, and only if consistent with the then-current long-range plan adopted by the Board:

- A. approve and execute any and all documents necessary to apply for, approve, accept, and amend grants from Federal, State, Local, or philanthropic sources; and
- B. approve and enter into agreements with units of local government, transportation agencies, State agencies, federal agencies, and persons in order to implement any of the provisions of the Act, provided that the Executive Committee may not approve an agreement that would incur expenditures of more than \$1,000,000.00, or of a term of more than three years plus up to two one-year extensions; and

C. enter into contracts or other transactions with any unit of local government, transportation agency, State agency, public or private organization, or any other source in furtherance of the purpose of the Act, and to take any necessary action in order to avail itself of such aid and cooperation, provided that the Executive Committee may not approve a contract or other transaction that would incur expenditures of more than \$1,000,000.00, or of a term of more than three years plus up to two one-year extensions; and

D. issue and approve a change order or amendment to any purchase order or contract, provided that no such change order or amendment, individually or when combined with any previous change order to the same purchase order or contract, exceeds 10 percent of the original price of the purchase order or contract.

3. ~~2.~~ The Executive Committee shall report its actions on all matters to the Board at the next available meeting.

4. Under no circumstances will the Executive Committee have the authority to approve the long-range plan.

ARTICLE FIVE Citizens' Advisory Committee

Pursuant to Section 40(c) of the Act, a standing Citizens' Advisory Committee will be created by the Board to provide continuous and balanced public representation in the development of regional plans and policies.

ARTICLE SIX Public Participation at Public Hearings, Board Meetings, and Citizens' Advisory Committee Meetings

1. Requirement

In connection with its review and development of any regional plans and prior to any plan's approval, the Board must hold a public hearing.

2. Participation

Any person may participate in a public hearing, Board meeting, or Citizens' Advisory Committee meeting by oral presentation or by submitting written material within 24 hours of the close of the meeting or hearing. The Chair or presiding officer shall have the power to restrict the presentation of any person desiring to participate in the hearing or meeting to oral presentation or to submission of written materials, and to impose any other reasonable limitations upon the conduct of such public hearing or meeting as necessary to effectuate its purpose. The Chair or presiding officer shall limit any individual speaker's testimony to five minutes; provided that the Chair or presiding officer shall have the sole discretion on whether to grant speaker's request for additional time.

3. Conduct of Hearings

The presiding officer for each hearing shall be designated by the Chair, and shall be a Board member or officer or employee of CMAP. Notice of the time, date, and place set for the hearing must be by posting a copy of such notice at the principal office of CMAP, by giving notice to those news media which have filed a request for public notices pursuant to law, and by posting on CMAP's website, published in a newspaper having a general circulation within the northeastern Illinois region at least 30 days prior to the date of the hearing. The notice must contain a short explanation of the purpose of the hearing. The hearing may be continued, as deemed necessary by the Board.

Procedures for public hearings, Board meetings and Citizens' Advisory Committee meetings set forth in this Article shall apply to all such hearings and meetings under the Act, except as otherwise noted herein. Hearings required under any statute or regulation of the United States or the State of Illinois shall be held under this part to the extent consistent with such statute or regulation.

Minutes for each hearing and copies of all written materials submitted in connection with each hearing shall be maintained by the Executive Director.

ARTICLE SEVEN
Powers of the Executive Director

1. In addition to those powers provided by law, ordinance or resolution of the Board, the Executive Director:
 - A. shall hire deputy directors and other employees as needed.
 - B. shall have the authority to enter into contractual commitments where the total of the compensation provided under such commitment ~~or the compensation to that provider of contractual~~ does not exceed the annually adjusted Simplified Acquisition Threshold for professional and artistic services as established under all other contractual commitments made within the fiscal year does not exceed \$50,000 the Illinois Procurement Code (30 ILCS 500/20-20). Procurements shall not be artificially divided so as to constitute a small purchase eligible to this provision of the Illinois Procurement Code.

ARTICLE EIGHT
Access to Public Records

CMAP shall grant access to public records in compliance with the Freedom of Information Act (5 ILCS 140/1 *et seq.*) and the Regional Planning Act. In accordance with the Regional Planning Act, the Board shall post recordings of its open meetings on its website within a reasonable time after the meeting.

ARTICLE NINE
Maintenance of Public Records

CMAP shall maintain records in accordance with the provisions of the State Records Act (5 ILCS 160/1 *et. seq.*) and the Regional Planning Act.

ARTICLE TEN
Miscellaneous

1. Annual Report

The Board shall prepare, publish, and distribute an annual report and any other reports and plans that relate to the purpose of this Act.

2. Emergency Purchases

In the event the Federal government or the Governor declares a “State of Emergency,” the Chair, First Vice Chair, Second Vice Chair, or Executive Director may authorize the purchase of, or contract for, or services required in contemplation of, preparation for, or during, an emergency utilizing the competitive bidding or competitive proposal

procedures set forth in the CMAP’s Procurement Rules. During a “State of Emergency,” the Executive Director shall be authorized to provide for the distribution of federal or state aid for repairs, replacements, or the distribution of aid. Notwithstanding the foregoing, at least two signatures, one by a Board Officer (use of an electronic signature may be authorized for this purpose) and one by the Executive Director, shall be required to effectuate an emergency expenditure. Emergency purchases of goods or services where the expenditure by CMAP is estimated to be \$50,000 or greater shall be subject to ratification by the Executive Committee or Board as soon as practicable. The Chair, First Vice Chair, Second Vice Chair, or Executive Director will inform the Board of any such emergency actions at the next available meeting.

3. Policy Committee Representation

At the beginning of every other calendar year, the Chair shall appoint two of the Board’s members to the MPO Policy Committee as permitted by the Policy Committee bylaws and the Board shall approve the appointments. The two appointments shall reflect the geographic distribution of the region and shall not both be from the same geographic area (the City of Chicago as defined in Article Three, paragraph F; Suburban Cook County as defined in Article Three, Paragraphs G and H; or the Collar Counties as defined in Article Three paragraphs A-E).

4. Amendments

These By-Laws may be amended or repealed by the affirmative votes of at least 4/5 of the voting Board members in office at a special or regular meeting, provided that the proposed amendments to these By-Laws or a notice stating that the Board seeks to repeal these By-Laws (whichever is applicable) is sent to the Board members at least 14 days before said meeting.

5. Parliamentary Authority

Except where inconsistent with the provisions of the Act or these By-Laws, Robert's Rules of Order shall govern the conduct of all meetings of the Board and the committees.

6. Effective Date

These By-Laws shall be effective upon approval of at least 4/5 of the voting Board members then in office.

###

Document comparison by Workshare 10.0 on Tuesday, March 5, 2024 9:16:05 AM

Input:	
Document 1 ID	file://\EFFS\RedirectedFolders\jstokes\Desktop\bylaws 3-8-23.docx
Description	bylaws 3-8-23
Document 2 ID	file://\EFFS\RedirectedFolders\jstokes\Desktop\CMA - Revised Bylaws.docx
Description	CMA - Revised Bylaws
Rendering set	Standard

Legend:	
<u>Insertion</u>	
Deletion	
Moved from	
<u>Moved to</u>	
Style change	
Format change	
Moved deletion	
Inserted cell	
Deleted cell	
Moved cell	
Split/Merged cell	
Padding cell	

Statistics:	
	Count
Insertions	82
Deletions	37
Moved from	1
Moved to	1
Style changes	0
Format changes	0
Total changes	121



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

MEMORANDUM

To: CMAP Board
From: CMAP Staff
Date: April 3, 2024
Subject: Regional Transportation Plan
Action Requested: Information

CMAP has initiated the development of the next Regional Transportation Plan (RTP) for northeastern Illinois. The RTP serves as a long-range transportation plan for the region, outlining transportation goals, objectives, strategies and investment priorities that guide transportation decision-making and funding allocation within the region. In accordance with federal rules, the RTP must identify how the metropolitan area will manage and operate a multimodal surface transportation system - including transit, highway, bicycle, pedestrian, and accessible transportation - to achieve regional goals.

Building on the success of ON TO 2050

The development of the RTP will build on the goals, objectives, and strategies provided in the region’s current comprehensive plan, ON TO 2050. The mobility chapter includes three broad goals for the region’s transportation system:

- A modern multimodal system that adapts to changing travel demand
- A system that works better for everyone
- Making transformative investments

To achieve these goals, the mobility chapter includes recommendations and numerous strategies to achieve them. Recommendations include:

- Harness technology to improve travel and anticipate future impacts
- Make transit more competitive
- Maintain the region's status as North America's freight hub
- Leverage the transportation network to promote inclusive growth
- Improve travel safety
- Improve resilience of the transportation network to weather events and climate change
- Fully fund the region's transportation system
- Enhance the region’s approach to transportation programming

CMAP staff will use these goals, recommendations and strategies as a starting point to facilitate a regional dialogue on the development of the next RTP.

Federal requirements

The development of the RTP is governed by federal transportation regulations which require metropolitan planning organizations (MPOs), such as CMAP, to develop and update the RTP in coordination with state and local transportation agencies, as well as stakeholders and the public. The RTP is required to cover a planning horizon of 20 years or more and must be updated every four years. To achieve this, the next RTP will maintain a 2050 horizon year and be adopted by October 2026.

The development of the RTP must be grounded in performance-based planning principles. CMAP is required to establish performance measures and targets related to various aspects of transportation performance, such as safety, congestion, air quality, and asset management. These measures and targets should align with goals and objectives established through the planning process and serve as benchmarks for evaluating the effectiveness and efficiency of transportation investments and informing the decision-making processes.

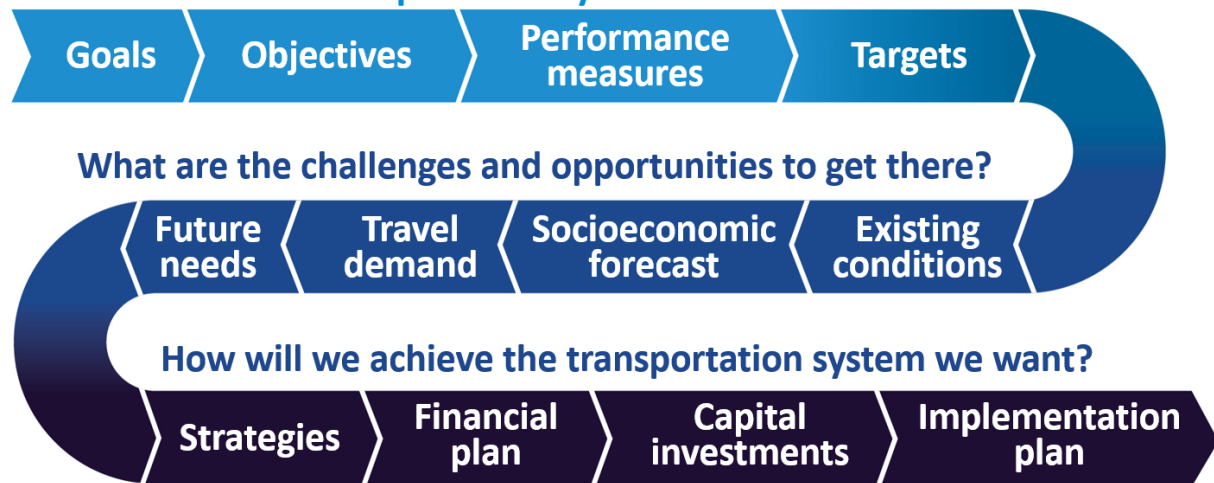
CMAP is required to coordinate closely with state and local transportation agencies, as well as with other transportation partners in the development of the RTP. This coordination ensures alignment with state and local transportation plans, policies, and priorities, and facilitates the integration of transportation planning efforts across jurisdictional boundaries. Federal regulations also emphasize the importance of public involvement in the transportation planning process. CMAP is required to engage stakeholders, including the public, local governments, transit agencies, environmental organizations, and other regional partners, throughout the development of the RTP. This helps ensure that the final plan is transparent, inclusive, and responsive to community needs and priorities.

The regional transportation planning process

Development of the RTP is a multi-year effort that requires comprehensive research, analysis, policy development, stakeholder coordination, and targeted public outreach. The process to develop the regional transportation plan can be summarized by three questions:

- What is the future transportation system we want?
- What are the challenges and opportunities to get there?
- How will we achieve the future transportation system we want?

What is the future transportation system we want?



What is the future transportation system we want?

In the initial phases of developing the RTP, the focus is on establishing clear goals and objectives that will guide the planning process. These goals and objectives are derived from input from stakeholders, including the public, local governments, transportation agencies, and other regional partners. The goals set the overarching long-term vision for the transportation system within the metropolitan area, while the objectives provide specific, measurable outcomes that contribute to achieving those goals. For example, goals may include enhancing mobility, improving safety, improving air quality and fostering economic development, while objectives could entail improving travel time reliability, increasing transit ridership, and enhancing pedestrian and cyclist safety.

Federal regulations mandate that CMAP adopt a performance-based approach to transportation planning. This requires the establishment of performance measures and targets to assess the effectiveness and efficiency of transportation investments and programs. Performance measures encompass a wide range of metrics related to established goals and objectives. Targets are specific with quantifiable goals set for each performance measure, reflecting desired outcomes and progress towards achieving broader transportation goals. For instance, performance measures related to safety may include the number of fatalities and serious injuries, while targets may aim to reduce these numbers by a certain percentage over the twenty-five-year planning horizon.

Setting performance measures and targets ensure that the RTP development process is grounded in data-driven decision-making and accountability. By establishing clear benchmarks for measuring progress and outcomes, CMAP can prioritize investments and allocate resources more effectively to address the most pressing transportation challenges within the region. Moreover, performance-based planning enables CMAP to communicate the impact of transportation investments to decision-makers, stakeholders and the public, fostering transparency and trust in the regional planning process.

What are the challenges and opportunities to get there?

Simultaneous to the goals and objective setting phases of work, CMAP staff will conduct a comprehensive assessment of the current state of transportation infrastructure, services, and travel patterns within the metropolitan area. This existing conditions and future needs phase of work involves analyzing existing roadway networks, public transit systems, bike and pedestrian facilities, freight corridors, and other transportation assets to identify strengths, weaknesses, and areas for improvement. Additionally, CMAP staff will gather data on travel behavior, including commuting patterns, trip lengths, mode choices, and congestion levels, to better understand how people and goods move within the region. By examining existing conditions, CMAP can identify transportation challenges and opportunities that need to be addressed in the development of the RTP.

Work is currently underway to develop a regional socioeconomic forecast to project future population, employment, and land use trends within the metropolitan area. This forecasting process relies on demographic data, economic indicators, and land use models to estimate future growth and development patterns. By anticipating changes in population distribution, employment centers, and land use densities, CMAP can predict shifts in travel demand and spatial mobility patterns over the planning horizon. This forward-looking analysis is essential for identifying future transportation needs and guiding infrastructure investments that can accommodate projected growth while promoting equity, resilience, and fiscal and environmental sustainability.

In addition to the socioeconomic forecast, travel demand modeling plays a critical role in the existing conditions and future needs phase by simulating future transportation demand based on various assumptions. These models incorporate data on population growth, land use changes, economic activity, transportation networks, and travel behavior to forecast future traffic volumes, congestion levels, and modal shares. By analyzing the results of travel demand modeling, CMAP can identify potential congestion hotspots, assess the need for mobility improvements, evaluate the effectiveness of alternative transportation strategies, and prioritize investments that align with regional goals and objectives. Overall, the existing conditions and future needs phase provides the empirical foundation for informed decision-making in the development of the RTP.

How will we achieve the future transportation system we want?

This phase of the RTP development process is a critical stage where CMAP and its partners formulate strategies to address identified transportation challenges and capitalize on opportunities within northeastern Illinois. This phase involves synthesizing data, analysis, and stakeholder input gathered in previous phases to develop a comprehensive set of transportation strategies that align with the overarching goals and objectives of the RTP. These strategies encompass a wide range of interventions aimed at achieving regional goals.

Integral to the strategy development phase is the formulation of a financial plan that forecasts reasonably anticipated revenues and expenditure allocations to support the implementation of transportation projects and programs identified in the plan. The financial plan involves collaboration with funding partners, including federal, state, and local governments, as well as consideration of innovative financing mechanisms and public-private partnerships. By aligning anticipated revenues with proposed expenditures, the financial plan ensures fiscal constraint

and provides assurance that the RTP is financially feasible and sustainable over the planning horizon. Additionally, the financial plan helps identify any funding gaps that need to be addressed and explores strategies to leverage available resources to achieve desired transportation outcomes.

Furthermore, the strategy development phase encompasses the evaluation and prioritization of regionally significant projects. Regionally significant projects (RSPs) are capital investments in the region's expressways, transit system, and arterials with impacts and benefits that are large enough to warrant additional discussion through the regional planning process. The federal government requires regional planning agencies to demonstrate fiscal constraint by showing that sufficient resources will be available to construct projects recommended in the plan, based on their alignment with regional goals, technical feasibility, cost-effectiveness, project readiness and potential benefits. CMAP plays a crucial role in vetting projects and ensuring that limited transportation funding is directed towards projects that provide the greatest regional benefit and address the most pressing transportation needs within the region.

The process begins by revisiting the existing RSP policies and procedures, including the definition and thresholds for RSPs. The RSP definition and thresholds establish what types of projects warrant regional analysis and consideration through the regional transportation planning process. Once the RSP definition and thresholds are established, candidate RSPs are solicited through a call for projects. Following the call for projects, CMAP staff analyzes potential impacts on the regional transportation system and surrounding communities and evaluates projects for alignment with regional goals and objectives. The information gathered is then synthesized to develop an initial prioritized list of regionally significant projects, taking into account available revenues identified in the financial plan to ensure fiscal constraint. Subsequently, CMAP staff will engage with the CMAP Transportation Committee to develop a recommended prioritized list of RSPs that are presented to the CMAP Board and MPO Policy Committee for consideration and final approval as part of the adoption of the regional transportation plan. This process also involves collaboration with stakeholders, including transportation agencies, local governments, advocacy groups, and the public, to ensure transparency, accountability, and inclusivity in decision-making. By selecting projects that offer the highest return on investment and align with the regional goals, the region can maximize the impact of transportation investments and advance the overall objectives of the plan.

The strategy development phase culminates in the development of an implementation plan which serves as a roadmap for translating the long-range goals and strategic priorities outlined in the plan into tangible actions and projects that will be implemented over a specified timeframe. The implementation plan serves as a mechanism for coordinating various policy and planning initiatives to ensure the realization of the plan's objectives. This collaborative approach involves federal, state, and local transportation agencies, transit operators, regional planning organizations, local governments, and other entities working together to advance transportation priorities and achieve regional goals and objectives.

Next steps

The next steps in the development of the RTP involve initiating key phases of the planning process. CMAP has commenced background research for the goals and objectives phase. Simultaneously, staff has begun the existing conditions and future needs phase, conducting a comprehensive analysis of the current state of transportation infrastructure, services, and travel patterns within the metropolitan area. This phase also involves forecasting future population, employment, and land use trends to anticipate future transportation needs and challenges.

Furthermore, CMAP is actively engaged in working with regional partners to evaluate and potentially update regionally significant project (RSP) policies and procedures. This collaborative effort is assessing the need to update policies and procedures related to the evaluation of potential impacts of transportation investments and prioritization of projects for funding. Additionally, we are forecasting transportation revenues to inform the financial planning process, ensuring that anticipated funding sources align with the costs of proposed transportation projects and programs. Moreover, efforts are underway to procure a team of consultants who will provide technical expertise and support in the development of the RTP.

Finally, CMAP is coordinating with state and federal partners to align planning efforts, while also developing a comprehensive public outreach strategy to engage stakeholders and solicit input from the community throughout the planning process. These concerted efforts underscore CMAP's commitment to developing a robust and inclusive RTP that addresses the region's evolving transportation needs and aspirations.

###



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

MEMORANDUM

To: CMAP Board
From: CMAP Staff
Date: April 3, 2024
Subject: Regional planning approach update
Action Requested: Information

Background

The Regional Planning Act ([70 ILCS 1707/](#)) requires CMAP to develop a regional comprehensive plan that integrates land use, transportation, and their relationships with economic development, the environment, air quality, energy consumption, and other issues impacting quality of life in northeastern Illinois. Per statute, the plan should guide the region’s physical development and form the foundation for all planning in the region, with a special emphasis on the interactions between transportation and land use decisions.

As the designated metropolitan planning organization (MPO) for northeastern Illinois, CMAP is also mandated by federal regulations to develop and maintain a metropolitan transportation plan (MTP) that provide a comprehensive framework for transportation planning within the region. The MTP—also known as a regional transportation plan (RTP) or regional long-range transportation plan (LRTP)—outlines the long-term vision, goals, and strategies for the transportation system, addressing factors such as infrastructure needs, funding considerations, congestion management, safety improvements, and multimodal connectivity.

Since the agency was formed in 2005, it has fulfilled these state and federal responsibilities with the adoption of a single, large-scale regional comprehensive plan and its related update. Both GO TO 2040 (adopted in 2010) and ON TO 2050 (adopted in 2018) were the product of major, multi-year processes featuring extensive staff research, stakeholder engagement, and public outreach. Both award-winning plans helped the region to anticipate major challenges and opportunities, generate consensus on shared strategies, and evolve regional policy on difficult issues.

Scoping is currently underway for the next regional plan. This scope will address how the planning process will engage key stakeholders and meaningfully involve the public to envision the future and coalesce around critical regional priorities and strategies. The next plan will build

on the successes of GO TO 2040 and ON TO 2050 while refining its approach in important ways. This memo describes key considerations of this approach.

Learning from peer regions

To begin the scoping process, staff explored how peer agencies approach their comprehensive planning activities and found they rarely created one, large-scale plan that satisfies all state and federal responsibilities. Instead, many similar agencies pursue a structure that allows multiple plans, adopted over time, to be considered together as the region's unified plan. Oftentimes, a "big picture" plan sets the macro-level direction that guides topic-specific plans on issues of regional concern. This is often referred to as a "vision" approach, examples of which are included below.

The **Metropolitan Council** (MetCouncil) is the metropolitan planning organization for the Minneapolis and St. Paul region in Minnesota. For decades, the MetCouncil has successfully implemented a vision approach, which begins by developing an overarching, directional plan—the most recent is known as "[Thrive MSP 2040](#)." This plan provides a long-term vision for the region's growth and development. The Metropolitan Council then develops several plans focusing on specific topic areas, such as transportation, housing, regional parks, and water resources, to address their state and federal planning responsibilities.

Serving the Seattle-Tacoma region in the State of Washington, the **Puget Sound Regional Council** (PSRC) has adopted a similar approach by developing a regional vision, called "[VISION 2050](#)," which provides a comprehensive vision for the region's growth and development. Informed by the regional vision, PSRC develops topical plans focusing on transportation, economic development, and housing to translate the overarching vision into content-specific policies and strategies.

The **Atlanta Regional Commission** (ARC) is the regional planning and metropolitan planning organization for the 11-county Atlanta region. ARC has established an overarching regional plan framework, called "[One Great Region](#)," that focuses on a three-fold vision: providing world-class infrastructure; fostering healthy, livable communities; and building a competitive economy. Informed by the regional plan framework, ARC develops topical plans including a regional economic strategy, a healthy communities plan, and a regional transportation plan.

A new approach to regional planning in northeastern Illinois

CMAQ is now moving forward with a vision/subplans approach as it will provide numerous opportunities to strengthen regional planning in northeastern Illinois. Under this approach, CMAQ and regional partners can set a bold, new vision that builds upon the current plan's principles, policies, and goals, while refining comprehensive planning practices in important ways.

CMAQ's regional vision plan will build on the significant progress and direction provided by previous work, while creating more flexibility than the agency's previous quadrennial planning cycle. Many of the ON TO 2050's strategies and recommendations remain relevant in relation to the region's complex, lasting issues. However, a single plan represents a snapshot in time that cannot evolve and adapt to new and evolving priorities. For example, climate action, housing coordination, or industrial strategies all require more dedicated and responsive

planning than is feasible under the previous model. By implementing a regional vision, CMAP will work with our partners to define overarching strategic priorities and commitments that will guide a range of more detailed planning activities over the next 5-10 years. Combined, the regional vision and these regional strategies will serve as the region's comprehensive plan.

Anticipated benefits of transitioning to this approach

In addition to those already discussed, the vision approach has the potential to provide the following benefits:

Product improvements

- *Deeper analysis:* Topic-specific plans enable the region to conduct in-depth analyses and assessments within each area, leading to a more thorough understanding of the challenges, opportunities, and potential impacts. This depth of analysis enhances the quality of decision-making and ensures that strategies are evidence-based and actionable.
- *More tailored solutions:* Different issue areas often require unique approaches and solutions. Having separate topical plans allows the region to dig deeper and tailor strategies and policies to the specific needs and priorities of each area.
- *Enhanced public outreach and stakeholder engagement:* Developing a vision for the region provides an opportunity for high-level public outreach while developing topical plans enables more extensive engagement with key stakeholders on curated issues. This approach would be geared to encourage meaningful and equitable participation from diverse stakeholders, fostering deeper collaboration and consensus-building.
- *Improved implementation and monitoring:* Having separate topical plans facilitates implementation and monitoring efforts, as progress can be tracked and evaluated within each topic area. This allows CMAP and its partners to identify successes, challenges, and areas for improvement, and make data-informed adjustments as needed.

Process improvements

- *Flexibility and focus:* By having multiple plans, the region can maintain flexibility to address new and existing challenges or opportunities focused within specific topic areas, while staying aligned with an overarching regional vision. Additionally, topic area plans would no longer be tied to the four-year update cycle of federal transportation planning requirements and could instead be updated on a cadence appropriate to each topic.
- *Breaking down planning silos:* A single comprehensive plan document requires an "all-hands-on-deck" approach to staffing, with subject matter experts focused on portions of the plan specific to their expertise. With topical plans developed on different timelines, the agency will have an enhanced ability to deploy cross-functional and interdisciplinary teams.
- *Alignment with regional goals:* By developing topical plans that are guided by the overarching vision for the region, the region can ensure alignment with our long-term goals

and priorities. This coherence enhances the effectiveness and impact of the region's planning efforts, leading to more sustainable and equitable outcomes.

Next Steps

CMAP staff will discuss this new approach with the CMAP Transportation Committee, MPO Policy Committee, and Board. Additionally, CMAP staff will consult with partners including IDOT, and Region 5 FHWA and FTA staff.

CMAP will begin developing a macro-level plan that will serve as the foundation for topical regional plans and strategies. This "north star" will articulate long-term goals and aspirations while also identifying potential challenges and opportunities that could impede or accelerate regional progress. It will also establish the universe of topical plans and related material to be delivered over time to support implementation of these big picture planning goals.

###



MEMORANDUM

To: CMAP Board
From: CMAP Intergovernmental Affairs staff
Date: April 3, 2024
Subject: Legislative updates
Action Requested: Information

The Illinois General Assembly is back in session following a brief recess at the end of March. The next deadlines ahead for lawmakers include a third reading on substantive bills on Friday, April 12th for the Senate and Friday, April 19th for the House. Next, the House and Senate will focus on the opposite chamber’s bills.

Additionally, CMAP staff are continuing to review the Governor’s FY25 budget proposal. Staff will provide a longer update on key highlights of the budget proposal at the next Board meeting.

Below, please find an update on key bills and legislative activity of interest. This information is up to date as of April 1, 2024.

SB3389/HB5078: RPA Modernization Bill

Following the March Board meeting, sponsors filed amendments to SB3389 and HB5078 to reflect the Board’s approved language. The amendment to SB3389 was posted for the March 20 Senate Transportation Committee hearing. Legislators advanced the bill via the agreed bill list. As of April 1, SB3389 is on third reading in the Senate. The amendment to HB5078 has been assigned to the House Executive Committee and is scheduled to be heard on Wednesday, April 3rd.

SB3388/HB5077: RPA Appropriation Bill

These bills, which would appropriate \$5 million to CMAP to carry out the regional planning objectives identified in the Regional Planning Act, have remained in their respective

committees. SB3388 has been assigned to Senate Appropriations - Public Safety and Infrastructure and HB5077 has been assigned to Appropriations-General Services Committee.

OMA legislative activity

CMAP has prepared draft legislative language that would provide the CMAP Board and its committees with the flexibility to allow for members to participate virtually and be counted toward quorum. The language and a legislative strategy are currently under discussion with the Illinois Municipal League, who has been pursuing other OMA legislative changes.

Other bills of interest

CMAP staff continues to track legislation before the Illinois General Assembly that impacts the region and is relevant to CMAP's work. The following has been identified by CMAP staff as pieces of legislation being considered before the Illinois General Assembly that may be of interest to the CMAP Board.

It should be noted this list is not an exhaustive list of legislation being tracked by CMAP staff. For more information on other tracked legislation by CMAP staff, please contact Ryan Gougis, IGA Specialist at rgougis@cmap.illinois.gov.

Climate

[HB5145](#) – EV CHARGER GRANT ACT (Rep. Evans, Jr.)

Description: Creates the Electric Vehicle Charger Grant Act. Provides that any State agency that disburses grant funds for electric vehicle charging stations must include provisions in the criteria for awarding grant funds that encourage the use of equity eligible contractors by the grantees. Provides that the provisions shall include, but not be limited to, additional points to those grantees who commit to exclusively using equity eligible contractors, a portion of the grant funds devoted exclusively for equity eligible contractors, and inclusion of aspirational goals for all grantees to use equity eligible contractors.

Status: Placed on House Calendar 2nd Reading on 3/14/24

[SB1556 SA2](#) – EPA-CLEAN TRANSPORT STANDARD (Sen. Koehler)

Description: Creates the Clean Transportation Act and requires the IEPA to adopt rules creating a clean transportation standard that reduces carbon intensity from the on-road transportation sector by 25% within 10 years of the IEPA's adopted rules.

Status: Held in Senate Energy and Public Utilities on 3/22/24

[SB3323 SA2 & 3](#) – ACCESSIBLE EV CHARGING STATION (Sen. McConchie)

Description: Creates the Accessible Electric Vehicle Charging Station Act. Requires the Department of Transportation to ensure that charging stations in the State are sufficiently accessible to allow independent use by drivers with disabilities, including people who have limited or no hand dexterity, limb differences, or upper extremity amputations and use adaptive driving controls. Requires chargers designed to serve people who use mobility devices

to be located on an accessible route. SA2 adds language providing that the Attorney General shall have the authority to enforce the Act and that the Attorney General may investigate any complaint or reported violation of the Act and, if necessary, to ensure compliance. SA3 provides that the Act does not apply to a charger owned by a resident of a single-family home, a condominium association, a common interest community association, a master association, or a residential housing cooperative if the charger is not used for a commercial purpose.

Status: Placed on Senate Calendar Order of 3rd Reading on 3/14/24

[SB3651](#) – **REVENUE-ELECTRIC VEHICLES** (Sen. Villivalam)

Description: Creates the Electric Vehicle Charging Tax Act. Provides that a tax is imposed on the privilege of engaging in business as an electric vehicle power provider in this State. Provides that, from January 1, 2025 through January 1, 2026, the rate of tax shall be \$0.06 per kilowatt hour of electric vehicle power. Provides that the rate of tax shall be increased on January 1 of each year by the percentage increase, if any, in the Consumer Price Index. Amends the Public-Private Partnerships for Transportation Act. Creates a dynamic wireless electric vehicle charging pilot program. Amends the Illinois Administrative Procedure Act to provide for emergency rulemaking. Effective January 1, 2025.

Status: Referred to Senate Assignments on 2/9/24

Transit and Bike/Ped

[SB2844](#) – **RTA ACT – REDUCED FARES** (Sen. Simmons)

Description: Amends the Regional Transportation Authority Act. Provides that, by December 31, 2025, RTA, CTA, Metra, and Pace shall create a program to provide free rides to persons earning under 138% of the U.S. Department of Health and Human Services' poverty guidelines.

Status: Assigned to Senate Appropriations – Public Safety and Infrastructure on 1/31/24

[SB3202](#) – **BIKEWAY ACT-TRANSPORT PLAN** (Sen. Toro)

Description: Amends the Bikeway Act. Provides that a municipality or county may prepare a bicycle transportation plan. Specifies the information that must be included in the plan.

Status: Placed on Senate Calendar Order of 3rd Reading on 3/22/24

[SB3309 SA1](#) – **VEH CD-BIKE TRAIL SIGNS** (Sen. Simmons)

Description: Requires the authority having maintenance jurisdiction over a publicly owned paved bicycle trail in the State to erect permanent regulatory or warning signage be posted 150 feet in advance of a crossing alerting pedestrians or cyclists of highway crossings unless the intersection where the trail crosses the highway is controlled by an official traffic control device or sign (now, the signage is required regardless of whether the intersection is controlled by an official traffic control device or sign).

Status: Placed on Senate Calendar Order of 3rd Reading on 3/14/24

Transportation Infrastructure

[HB5100](#) – **UNSOLICITED PROPOSALS** (Rep. Hoffman)

Description: Provides that nothing in specified provisions concerning prohibited bidders shall prohibit a person or business from submitting an unsolicited proposal under the Public-Private Partnership for Transportation Act.

Status: Placed on House Calendar 2nd Reading on 3/7/24

[HB5171/SB3798](#) – **PUBLIC-PRIVATE PARTNER-NOTICES** (Rep. Mah/Sen. Villivalam)

Description: Amends the Public-Private Partnerships for Transportation Act. Provides that each year, at least 30 days prior to the beginning of the responsible public entity's fiscal year, the responsible public entity shall submit to the General Assembly a description of potential projects that the responsible public entity is considering undertaking under the Act to each county, municipality, and metropolitan planning organization, with respect to each project located within its boundaries.

Status: HB5171 assigned to House State Government Administration on 3/5/24; SB3798 assigned to Senate Executive Subcommittee on Procurement on 3/7/24

Water Resources Management

[HB5386/SB3669](#) – **WETLANDS AND SMALL STREAMS** (Rep. Moeller/Sen. Ellman)

Description: Creates the Wetlands and Small Streams Protection Act to restore protections for wetlands and small streams that were formerly protected from pollution and destruction by the Clean Water Act.

Status: HB5386 placed on House Calendar 2nd Reading on 3/13/24; SB3669 Placed on Calendar Order of 2nd Reading on 3/7/24

[SB2743 SA1](#) – **WATER PLAN TASK FORCE ACT** (Sen. Ellman)

Description: Creates the Water Plan Task Force Act. Establishes the State Water Plan Task Force. Provides that the Task Force shall be chaired by the Director of the Office of Water Resources of the Department of Natural Resources and composed of the directors, or their designee, from various other State entities. Requires the Task Force to identify critical water issues, to develop and implement recommendations that address the critical water issues, and to reevaluate critical water issues and needs. Requires the Task Force to publish a State Water Plan not less than every 10 years. SA1 removes the Office of the Governor from the State Water Plan Task Force.

Status: Placed on Senate Calendar Order of 3rd Reading on 3/21/24