

## CMAP BOARD

### AGENDA - FINAL-REVISED

Wednesday, November 9, 2022

9:30 AM

Members of the public who attend in-person can pre-register for a visitor's pass at [info@cmap.illinois.gov](mailto:info@cmap.illinois.gov) until Tuesday, November 8 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/83554862584?pwd=aldKb0E4MjNTbFBBRE5PMGtKaW1Gdz09>

Meeting ID: 835 5486 2584

Passcode: 162541

One tap mobile

+13126266799,,83554862584#,,,,\*162541# US (Chicago)

- 1.0 Call to Order and Introductions
- 2.0 Agenda Changes and Announcements
- 3.0 Approval of Minutes
  - 3.01 Minutes from the joint October 12, 2022 CMAP Board and MPO Policy Committee meeting [22-509](#)

ACTION REQUESTED: Approval

**Attachments:** [CMAP Board 10.12.22 Minutes](#)
- 4.0 Executive Director's Report
  - 4.01 Executive director's report [22-512](#)

ACTION REQUESTED: Information
- 5.0 Procurements and Contract Approvals
  - 5.01 Contract approval with Wejo, in the amount of \$126,693, for vehicle waypoint data for the Regional Traffic Safety Action Plan [22-482](#)

PURPOSE & ACTION: The purchase of vehicle waypoint data to calculate speed patterns on small segments of the road network to be used to analyze the correlation among speed, roadway design, traffic operations and time of day and crash rates.

ACTION REQUESTED: Approval

**Attachments:** [IFB 271 Speed Data Project](#)

- 5.02 Cost increase request for Nearmap, US Digital Aerial Imagery, in the amount of \$1,770, to provide an additional license to CMAP contracted consultants.** [22-483](#)
- PURPOSE & ACTION: This cost increase is for the purchase of a public display license to enable CMAP to share digital aerial imagery with consulting firms who are under contract with CMAP for a variety of projects. The cost for this additional license exceeds the vendor amount approved by the Board in the FY23 budget.
- ACTION REQUESTED: Approval
- Attachments:** [Cost increase for Nearmap](#)
- 5.03 Contract approval with Civic Consulting Alliance, in the amount of \$70,000, for the establishing and structuring of a steering committee for the “Plan of Action for Regional Transit” (PART) Program** [22-530](#)
- CMAP initiated PART to support the work required in Public Act 102-1028. Staff recommends a one-year agreement with Civic Consulting Alliance in the amount of \$70,000 for the establishment and structuring of a Steering Committee for the PART Program. This project is funded through a grant from the Chicago Community Trust (TRUST).
- ACTION REQUESTED: Approval
- Attachments:** [PART CCA-CCT contract memo 10282022](#)
- 6.0 Committee Reports**
- 6.01 Transportation Committee update** [22-522](#)
- ACTION REQUESTED: Information
- Attachments:** [2022 Annual Report - Transportation Committee](#)
- 7.0 Other Items for Approval**
- 7.01 2023 CMAP Board meeting schedule** [22-513](#)
- ACTION REQUESTED: Approval
- Attachments:** [2023 Board Meetings - Memo](#)
- 7.02 2023 CMAP Committees** [22-515](#)
- ACTION REQUESTED: Approval
- Attachments:** [2023 Committees approval](#)
- 7.03 The CMAP Board delegates authority to the Executive Committee to consider and approve contracts necessary to meet the requirements from the Illinois General Assembly** [22-535](#)
- PURPOSE & ACTION: The Illinois General Assembly passed legislation requiring CMAP to complete an analysis and make recommendation for the future of the transit system in northeastern Illinois. CMAP has completed the Mobility Recovery analysis and several elements are being conducted in-house at CMAP. Given the tight timeline for completing the requested research, analysis, and report as

provided in State statute, CMAP has a need to award some key elements of the work through contracts funded from the FY23 budget. These contracts will be ready for a December 14 Board meeting or, with Board approval, could be delegated to the Executive Committee for December consideration and approval instead.

ACTION REQUESTED: Approval

**Attachments:** [Board Justification for December PART contracts Memo](#)

## 8.0 Information Items

### 8.01 Inclusive economic assessment and new tool on occupational quality and access [22-488](#)

PURPOSE & ACTION: TIP Strategies (Theory Into Practice) has worked with CMAP over the past year to develop regional strategies for inclusive economic development, focused on northeastern Illinois' strongest industries. This work produced a strategic framework as well as an occupational quality and accessibility tool for CMAP, its partners, and stakeholders to use in developing activation plans to improve the region's competitive economic position nationally and internationally. TIP staff will provide an overview of the tool and strategies for moving forward.

ACTION REQUESTED: Information

### 8.02 2023 Federal and State Advocacy Agenda [22-523](#)

PURPOSE & ACTION: CMAP staff will present the draft 2023 Federal and State Advocacy Agenda.

ACTION REQUESTED: Information

**Attachments:** [DRAFT 2023 federal and state advocacy agenda](#)

### 8.03 ILGA Plan of Action for Regional Transit (PART) report update [22-519](#)

PURPOSE & ACTION: Staff will present on the PART. Staff will update the Board on progress since the joint meeting in October and share an overview of expected activities through the end of 2022.

ACTION REQUESTED: Discussion

## 9.0 Other Business

### 10.0 Public Comment

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

### 11.0 Next Meeting

There will be no meeting in December. The next meeting is tentatively scheduled for Wednesday, January 11, 2023.

### 12.0 Adjournment



**CMAP BOARD**

**MEETING MINUTES - FINAL**

Wednesday, October 12, 2022

9:30 AM

**The meeting will be held in-person at the Chicago Union Station - Burlington Room or you can join from your computer, tablet or smartphone.**

**Join Zoom Meeting**

<https://us06web.zoom.us/j/83554862584?pwd=aldKb0E4MjNTbFBBRE5PMGtKaW1Gdz09>

**Meeting ID: 835 5486 2584**

**Passcode: 162541**

**One tap mobile**

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**+13126266799,,83554862584#,,,,\*162541# US (Chicago)**

**1.0 Call to Order and Introductions**

CMAP Board Chair Pro-Tem Carolyn Schofield called the CMAP Board meeting to order at 9:36 a.m.

(Members Karen Darch, Jim Healy, John Noak, and Nancy Rotering attended the meeting electronically, as permitted by the Governor's disaster declaration.)

**Present:** Frank Beal, Matthew Brolley, Karen Darch, Paul Goodrich, Jim Healy, Nina Idemudia, John Noak, Richard Reinbold, Nancy Rotering, Carolyn Schofield, Stefan Schaffer, Anne Sheahan, Matthew Walsh, and Diane Williams

**Absent:** Gerald Bennett

**Non-Voting:** Kouros Mohammadian, and Leanne Redden

MPO Policy Committee Chair Pro-Tem Redden called the meeting of the MPO Policy Committee Board to order at 9:36 a.m.

Present: IDOT Representative, CDOT Representative, CMAP Representative 1, CMAP Representative 2, CTA Representative, Cook Co Representative, CoM Representative, DuPage Co Representative, Kane Co Representative, Kendall Co Representative, Lake Co Representative, McHenry Co Representative, Metra Representative, Pace Representative, RTA Representative, and Will Co Representative

Non-Voting: FHWA Representative, FTA Representative

Absent: Tollway Representative

Absent (NV): Class I Railroads Representative

Michael Vanderhoof served as IDOT Representative; Kevin O'Malley served as CDOT Representative; Frank Beal served as CMAP Representative 1; Matt Brolley served as CMAP Representative 2; Michael Connelly served as CTA Representative; Jesse Elam, followed by Sis Killen, served as Cook Co

Representative; Jeff Schielke served as CoM Representative; Chris Snyder served as DuPage Co Representative; David Snyder served as FHWA Representative; Tony Greep served as FTA Representative; Tom Rickert served as Kane Co Representative; Scott Gryder served as Kendall Co Representative; Kevin Carrier served as Lake Co Representative; Peter Austen served as McHenry Co Representative; David Kralik served as Metra Representative; Richard Kwasneski served as Pace Representative; Leanne Redden served as RTA Representative; Jennifer Bertino-Tarrant served as Will Co Representative.

(Members Chris Snyder, Tony Greep, Jesse Elam, Kevin Carrier, Jeffrey Schielke, and Michael Vanderhoof attended the meeting electronically as permitted by the Governor's disaster declaration.)

Staff present: Laurent Ahiablame, Erin Aleman, Bill Barnes, Victoria Barrett, Nora Beck, Michael Brown, Jonathan Burch, John Carpenter, David Clark, Stephen DiBenedetto, Kama Dobbs, Phoebe Downey, Ryan Ehlke, Austen Edwards, Doug Ferguson, Michael Fricano, Elizabeth Ginsberg, Kasia Hart, Craig Heither, Tricia Hyland, Michael Kray, Natalie Kuriata, Jen Maddux, Tony Manno, Linda Mastandrea, Alexis McAdams, Amy McEwan, Timothy McMahan, Evan Means, Nikolas Merten, Jason Navota, Stephane Phifer, Russell Pietrowski, Katie Piotrowska, Julie Reschke, Todd Schmidt, Elizabeth Scott, Sarah Stolpe, Ryan Thompto, Leo Torres, Jennie Vana, Blanca Vela-Schneider, Mary Weber, Piotr Wietrzak, Laura Wilkison, and Alonzo Zammaron

Others present: Garland Armstrong, Antonio Benecchi, Jason Biernat, Elaine Bottomley, Alaina Bridges. Leonard B Cannata, Anthony Cefali, Eric Czarnota, Jon Paul Diipla, John Donovan, Jackie Forbes, Lindsey Frey, Hunter Gillaspie, Chris Hatt, Scott Hennings, William Kelly, Peter Kersten, Leatha King, Mike Klemens, Jon-Paul Kohler Steve Laffrey, Jeremy LaMarche, Heidi Lichtenberger, Kyle Lucas, Rohan Mascarenhas, Brittany Matyas, Melinda Metzger, Heather Mullins, Elaine Nekritz, May Ortiz, Ed Paesel, Jada Porter, David Powe, Manny Ramos, Leslie Rauer, Marc Rogers, Melissa Silverberg Meyer, Gordon Smith, Joe Surdam, Tina F Smith, Vicky Smith, David Tomzik, Sam Vaghani, Freddy Vasquez, Jazmin Vega, and Kyle Whitehead

## 2.0 Agenda Changes and Announcements

CMAP Board Chair Pro-Tem Schofield thanked Amtrak for hosting CMAP's joint meeting of the CMAP Board and MPO Policy Committee at the historic Chicago Union Station.

Director Aleman congratulated Dave Bennett on his recent retirement as the executive director of Metropolitan Mayors Caucus (MMC) and welcomed Neil C James who was appointed the new executive director of MMC.

MPO Policy Committee Chair Pro-Tem Redden announced Cassandra Rouse who will serve as the MPO representative for the Illinois Tollway. She announced that this will be the last meeting for Kendall County Chair and MPO Representative Scott Gryder.

## 3.0 Approval of Minutes

### 3.01 CMAP Board minutes from September 14, 2022

[22-459](#)

**Attachments:** [CMAP Board 9.14.22 Minutes - Final](#)

*CMAP Board*

*A motion was made by CMAP Board Member Richard Reinbold, seconded by CMAP Board Member Frank Beal, to approve the September 14, 2022 Board meeting minutes. The motion carried by the*

*following vote:*

**Aye:** Frank Beal, Matthew Brolley, Karen Darch, Paul Goodrich, Jim Healy, Nina Idemudia, John Noak, Richard Reinbold, Carolyn Schofield, Stefan Schaffer, Anne Sheahan and Diane Williams

**Absent:** Gerald Bennett

**Abstain:** Nancy Rotering

**Non-Voting:** Kouros Mohammadian and Leanne Redden

**Not Present:** Matthew Walsh

**3.02 MPO Policy Committee minutes from June 9, 2022.**

[22-460](#)

**Attachments:** [MPO Policy Committee 6.9.22 Minutes - Final](#)

*MPO Policy Committee*

*A motion was made by MPO Policy Committee CTA Representative Michael Connelly, seconded by MPO Policy Committee CDOT Representative Kevin O'Malley, to approve the June 9, 2022 MPO Policy Committee meeting minutes. The motion carried by the following vote:*

*Aye: IDOT Representative, CDOT Representative, CMAP Representative 1, CMAP Representative 2, CTA Representative, Cook Co Representative, CoM Representative, DuPage Co Representative, Kane Co Representative, Lake Co Representative, McHenry Co Representative, Metra Representative, Pace Representative, RTA Representative, and Will Co Representative*

*Not Present: Kendall Co Representative*

*Not-Voting: FHWA Representative, FTA Representative*

*Absent: Tollway Representative*

*Absent (NV): Class 1 Railroads*

**4.0 Updates**

**4.01 Executive Director's report**

[22-466](#)

Erin Aleman, Executive Director, thanked Amtrak for hosting CMAP's Board and MPO Policy Committee joint meeting. Director Aleman's report included efforts by the Transportation, Regional Economy and Climate Committees to help CMAP focus its work to reach key milestones of CMAP's long-range comprehensive plan. The Transportation Committee focused on learning more about the Infrastructure Investment and Jobs Act (IIJA) and its funding opportunities, collaborating with other municipalities and transit agencies to develop consensus driven regionally significant projects (RSPs).

*Executive Director Aleman's report was received and filed.*

**4.02 CMAP Board report**

[22-467](#)

Erin Aleman, Executive Director, reported that at the Board's June and September meetings, the ON TO 2050 Plan Update and Mobility Recovery were reviewed and discussed. September was the Board's first in-person meeting in more than two years held at the Old Post Office. An update of the Regional Economy Committee, which included the committee's annual report, was submitted to the

Board.

*The CMAP Board report was received and filed.*

#### **4.03 Council of Mayors' report**

[22-468](#)

MPO Policy Committee CoM Representative Jeffrey Schielke delivered the Council of Mayors Executive Committee report. At its July 19, 2022 the Council of Mayors Executive Committee received updates from CMAP's executive director, the STP Project Selection Committee, and IDOT Bureau of Local Roads and an overview of the mobility recovery work was provided and draft recommendations were discussed. A presentation of the regional greenhouse gas emissions inventory and related local emissions summaries was delivered and updates were given from CMAP's Local Government Network and Legislative Affairs teams.

At the September 13, 2022 meeting, the Council of Mayors Executive Committee received updates from CMAP, the STP Project Selection Committee and the IDOT Bureau of Local Roads. A presentation was given on CMAP's Making It Better Plan, a plan to assist municipalities across the region improve accessibility and comply with Title II of the Americans with Disabilities Act (ADA). The RTA discussed their Strategic Plan 2023 agenda and CMAP's Legislative Affairs team discussed the need to update CMAP's federal and state focuses to align with core areas and leverage opportunities available through the Infrastructure Investment and Jobs Act.

*The Council of Mayors' report was received and filed.*

#### **5.0 Other Items for Approval**

##### **5.01 Election of MPO Policy Committee Vice Chair**

[22-461](#)

**Attachments:** [Election of Vice Chair - MPO Policy Committee 8.29.22](#)

*At the request of Erin Aleman, Executive Director, this item was tabled until later in the meeting.*

##### **5.02 Approval of the MPO Policy Committee meeting schedule for 2023**

[22-473](#)

**Attachments:** [2023 MPO Policy Meeting Schedule](#)

*MPO Policy Committee*

*A motion was made by MPO Policy Committee PACE Representative Richard Kwasneski, seconded by MPO Policy Committee Metra Representative David Kralik, to approve the 2023 meeting schedule for the MPO Policy Committee. The motion carried by the following vote:*

*Aye: IDOT Representative, CDOT Representative, CMAP Representative 1, CMAP Representative 2, CTA Representative, Cook Co Representative, CoM Representative, DuPage Co Representative, Kane Co Representative, Lake Co Representative, McHenry Co Representative, Metra Representative, Pace Representative, RTA Representative, and Will Co Representative*

*Not Present: Kendall Co Representative*

*Not-Voting: FHWA Representative, FTA Representative*

*Absent: Tollway Representative*

*Absent (NV): Class 1 Railroads*

**5.03 ON TO 2050 Plan Update**

[22-451](#)

**Attachments:** [ON TO 2050 Plan Update adoption Memo](#)  
[ONTO2050 Update Summary and Appendices](#)

Elizabeth Scott, Principal in Regional Policy and Implementation, provided an overview of the ON TO 2050 Plan Update. She reviewed the key milestones of putting together the update. Transportation expenditures over the next 28 years are estimated at \$520 billion of which 89% will be used for maintenance of existing infrastructure and the remaining 11 % is split between system enhancements and expansion. The 71 Regionally Significant Projects (RSPs) cover the breadth of the region.

(MPO Policy Committee Cook Co Representative Jennifer Sis Killen and MPO Policy Committee Kendall Co Representative Scott Gryder arrived.)

More than 500 public comments were submitted related to the ON TO 2050 Plan Update including concerns on roadway expansions, transportation safety and accessibility, prioritization of public resources to promote active transit, and the need for farmland preservation.

Discussion ensued regarding how to manage land use for freight and to preserve agriculture, reducing greenhouse gases, and extending public transit.

*CMAP Board*

*A motion was made by CMAP Board Member Karen Darch, seconded by CMAP Board Member Matthew Walsh, that the ON TO 2050 Plan Update be approved. The motion carried by the following vote:*

**Aye:** Frank Beal, Matthew Brolley, Karen Darch, Paul Goodrich, Jim Healy, Nina Idemudia, John Noak, Richard Reinbold, Nancy Rotering, Carolyn Schofield, Stefan Schaffer, Anne Sheahan, Matthew Walsh and Diane Williams

**Absent:** Gerald Bennett

**Non-Voting:** Kouros Mohammadian and Leanne Redden

*MPO Policy Committee*

*A motion was made by MPO Policy Committee CoM Representative Jeff Schielke, seconded by MPO Policy Committee Kendall Co Representative Scott Gryder, to approve the 2023 meeting schedule for the MPO Policy Committee. The motion carried by the following vote:*

*Aye: IDOT Representative, CDOT Representative, CMAP Representative 1, CMAP Representative 2, CTA Representative, Cook Co Representative, CoM Representative, DuPage Co Representative, Kane Co Representative, Kendall Co Representative, Lake Co Representative, McHenry Co Representative, Metra Representative, Pace Representative, RTA Representative, and Will Co Representative*

*Not-Voting: FHWA Representative, FTA Representative*

*Absent: Tollway Representative*

*Absent (NV): Class 1 Railroads*

**5.01 Election of MPO Policy Committee Vice Chair**[22-461](#)

**Attachments:** [Election of Vice Chair - MPO Policy Committee 8.29.22](#)

CoM Representative Jeffrey Schielke reported that the MPO Policy Subcommittee recommends Jennifer "Sis" Killen for the office of Vice-Chair of the MPO POLICY Committee for the calendar year 2023. On behalf of the MPO Policy Committee, he thanked Leanne Redden for her service as Vice-Chair of the MPO Policy Committee during the last two years.

*MPO Policy Committee*

*A motion was made by MPO Policy Committee CoM Representative Jeff Schielke, seconded by MPO Policy Committee RTA Representative and Chair Pro-Tem Leanne Redden, to approve Jennifer "Sis" Killen as the Vice-Chair of the MPO Policy Committee for 2023. The motion carried by the following vote:*

*Aye: IDOT Representative, CDOT Representative, CMAP Representative 1, CMAP Representative 2, CTA Representative, Cook Co Representative, CoM Representative, DuPage Co Representative, Kane Co Representative, Kendall Co Representative, Lake Co Representative, McHenry Co Representative, Metra Representative, Pace Representative, RTA Representative, and Will Co Representative*

*Not-Voting: FHWA Representative, FTA Representative*

*Absent: Tollway Representative*

*Absent (NV): Class 1 Railroads*

**Consent Agenda (items 5.04 and 5.05)***MPO Policy Committee Consent Agenda Vote**MPO Policy Committee*

*A motion was made by MPO Policy Committee CTA Representative Michael Connelly, seconded by MPO Policy Committee CDOT Representative Kevin O'Malley, to approve agenda items 5.04 and 5.05 under the Consent Agenda. The motion carried by the following vote:*

*Aye: IDOT Representative, CDOT Representative, CMAP Representative 1, CMAP Representative 2, CTA Representative, Cook Co Representative, CoM Representative, DuPage Co Representative, Kane Co Representative, Kendall Co Representative, Lake Co Representative, McHenry Co Representative, Metra Representative, Pace Representative, RTA Representative, and Will Co Representative*

*Not-Voting: FHWA Representative, FTA Representative*

*Absent: Tollway Representative*

*Absent (NV): Class 1 Railroads*

**5.04 Approval of FFY 2023-28 Transportation Improvement Program (TIP)**[22-476](#)

**Attachments:** [2023-28 TIP Document Final Draft](#)

Kama Dobbs, Senior Analyst in the Transportation Division, presented the TIP Document, the

foundation for Regionally Significant Projects (RSPs). This document describes how CMAP conducts its metropolitan planning and programming process in the region, serves as a tool for collaboration between government agencies, and is a way for the public to trace the use of local, state, and federal transportation funds in our region.

This document reflects the progress toward meeting CMAP's performance targets and reflects changes to the RSPs that were updated in the ON TO 2050 Plan Update. The document includes updates to the resources available to the region which have significantly changed from the FFY 2019 - 2024 TIP due to both Rebuild Illinois and the Infrastructure Investment and Jobs Act. Technical updates are also reflected in the document that show the evolution of the project selection methodologies and the eTIP database functionality along with the work types and funds sources within the TIP. Kama reported the TIP document was available for public review and comment from June 10 through August 13, 2022 and no comments were received.

*The agenda item was approved.*

**5.05 ON TO 2050 Plan Update/FFY 2023-2028 TIP Conformity Determination Supplemental**

[22-477](#)

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

Russell Pietrowiak, Senior Analyst in Transportation Division, presented the ON TO 2050 Plan Update/FFY 2023-2028 TIP Conformity Analysis for MPO Policy Committee consideration. CMAP is in a non-attainment area for ozone and must demonstrate that the ON TO 2050 Plan Update and the TIP document conform to the motor vehicle emissions budget for our area. The regional emissions analysis of transportation projects in the TIP include new regionally significant projects (RSPs) in the ON TO 2050 Plan Update, and uses the latest planning assumptions and socio-economic forecasts that are incorporated in the ON TO 2050 Plan Update. The memo includes information on changes to RSPs that necessitated redoing the benefits analysis and conformity and updated truck information.

*The agenda item was approved.*

**5.06 FFY 2023-2027 Surface Transportation Program (STP) Local Programs in the Transportation Improvement Program (TIP)**

[22-419](#)

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

Kama Dobbs, Senior Analyst in Transportation Division, reported that each of the 11 subregional councils of mayors and CDOT held individual call for projects to be funded in FFY 2023-2027 with their local allocations of STP funds. In response to these calls, over 114 local agencies requested about \$670 million from the councils and CDOT considered 43 projects requesting more than \$976 million. Project applications were scored according to each subregions' methodology and the resulting program of projects were available for public comment during the summer.

The final council and CDOT programs allocated approximately \$471 million in federal STP funding during the next five fiscal years for 216 new locally sponsored projects in addition to the many projects continuing from the prior programming cycle. Approximately three-quarters of the new projects are for road and bridge maintenance and modernization, but few are stand alone street resurfacing projects. Local programs are investing more in projects to improve safety including enhancing and repairing the bicycle and pedestrian networks, increasing accessibility for all through

ADA improvements, and incorporating green infrastructure to address the vulnerability of our transportation system.

The memo in the agenda packet incorporates the programs into the series of TIP changes.

*MPO Policy Committee*

*A motion was made by CMAP Representative 2 Matt Brolley, seconded by MPO Policy Committee CTA Representative Michael Connelly, to approve the FFY 2023-2027 STP Local Programs in the TIP. The motion carried by the following vote:*

*Aye: IDOT Representative, CDOT Representative, CMAP Representative 1, CMAP Representative 2, CTA Representative, Cook Co Representative, CoM Representative, DuPage Co Representative, Kane Co Representative, Kendall Co Representative, Lake Co Representative, McHenry Co Representative, Metra Representative, Pace Representative, RTA Representative, and Will Co Representative*

*Not-Voting: FHWA Representative, FTA Representative*

*Absent: Tollway Representative*

*Absent (NV): Class 1 Railroads*

**6.0 Information Items**

**6.01 Presentation of RTA’s draft 2023 Regional Transit Strategic Plan**

[22-469](#)

**Attachments:** [Working Groups](#)  
[Action and Advocacy](#)

Leanne Redden, MPO Policy Chair Pro-Tem and RTA Executive Director, reported that transit has been providing significant life-line services for the region's most vulnerable travelers. The RTA has been working to stabilize funding for the transit system and during the pandemic, the RTA led a three-step recovery effort that allocated more than \$3 billion of federal COVID Relief Funding, to CTA, Metra, and Pace.

This year, a milestone of 1 million trips were being made on daily basis for the transit system's recovery but the pandemic has left a indelible effect on transit and how transit systems operate throughout the region. Many of the large transit agencies are experiencing similar scenarios and are working to adapt and modify their funding gap and operations.

A \$730 million transit budget deficit is possible by 2026 due to escalated expenses caused by inflation, materials, and labor as well as reduced ridership. The transit budget model is too reliant on fares and there is a need to find stable funding sources. The Finance teams from the RTA and CMAP have been working together for months on a 10-year financial plan that will inform the strategic plan.

Jessica Hector Hsu, Director of Planning at RTA, reviewed the 2023 Regional Transit Strategic Plan. The RTA has been intentional in seeking stakeholder and public engagement throughout its process. The 2023 Agenda for advocacy and action was presented. Next steps include providing input via today's discussion, public survey, or through a follow-up meeting; opening the draft strategic plan for public comment in December, and considering the final plan for adoption by the RTA Board in February 2023.

Discussion ensued regarding the collaborative process to develop this plan and several CMAP Board and MPO Members expressed their support of the RTA Regional Transit Strategic Plan.

*The RTA draft 2023 Regional Transit Strategic Plan was received and filed.*

## **6.02 Mobility recovery update and development of the transit system report**

[22-456](#)

**Attachments:** [Mobility Recovery and the ILGA report October 2022](#)

Erin Aleman, CMAP Executive Director, presented on the mobility recovery and ILGA transit report. The goal of the Mobility Recovery project was to think about what the region will look like in the next 5 to 10 years and how it will respond to achieve the goals of the ON TO 2050 Plan, a plan that looks different than it did when it was adopted in 2018.

The working group reviewed policies from around the world, analyzed what changed due to COVID in employment and housing, considered where, when and how people travel, and used CMAP's travel models to understand what the impacts of those changes are and will be as the region continues to recover.

Throughout the process, small, large and community work groups were engaged and helped to develop a list of recommendations. Through the Infrastructure Investment and Jobs Act and collaboration around mobility recovery, our region can make progress on long-term goals and advance solutions to the challenges facing our region. Recommendations include funding and improving transit; making transit safe, active, and sustainable; and balancing the benefits and impacts of e-commerce and freight activity. The work being done on the mobility recovery project helps ensure people are getting to where they need to be faster, reliably, and affordably while creating access to opportunity, education, jobs, and other necessities.

The next phase of work includes public and stakeholder engagement through steering committees, surveys, focus groups, and other activities to be determined, and through discussion at the CMAP Board, MPO Policy, and working committees. The report is due in early 2024.

Discussion ensued.

*The mobility recovery update was received and filed.*

## **6.03 US DOT Planning Certification Review of the Chicago Illinois TMA**

[22-293](#)

John Donovan, Federal Highway Authority, presented the findings of the US DOT Planning Certification Review. Every four years, the US DOT is required to certify the planning process. The region has done a lot of work to position itself for success in recovering from the pandemic and addressing the budget shortfall. It has spent a lot of time refocusing and reprioritizing efforts to provide a safe system approach to the roadway challenges.

A few of the recommendations being made by the FHWA and Federal Transit authority is for CMAP to reassess its safety recommendations, put together a strategy for ADA transition planning, and encourage state and regional coordination to identify the needs and projects for freight.

*The US DOT Planning Certification Review update was received and filed.*

## 7.0 Other Business

MPO Policy Committee Kendall Co Representative and Kane County Chair Scott Gryder commended CMAP for their work and contributions to improve the lives of the people in the region through their efforts in transit, sustainability, and climate. Erin Aleman, Executive Director, thanked Scott Gryder for his service on the MPO Policy Committee and as Chair of Kendall County, and wished him the best as he moves on to pursue other endeavors.

## 8.0 Public Comment

Garland Armstrong, Iowa resident, commended CMAP for their efforts to improve safety. He asked if there have been any improvements to Tinley Park's sidewalk improvements. Staff will follow up with him.

Sam Vaghani, Legacy LEED AP US Green Building Council, offered comment on the ON TO 2050 Plan Update. He recommended a synergistic involvement with the municipalities of the greater Chicagoland area and more LEED certified green building policies as well as a commitment for the LEEDS for Cities and Community Program.

Kyle Lucas commented on the ON TO 2050 Plan. He indicated that the ON TO 2050 Plan will expand roadways by 300 miles which he feels is contradictory to CMAP's stance on climate action and moving people to mass transit and creating walkable communities. He recommended increasing transit funding while decreasing road funding to achieve climate goals and to address the needs of the vulnerable.

Kwami asked what the goal is to increase transit service on the RTA Regional Strategic Plan. Chair Pro-Tem Leanne Redden, and RTA Representative, requested Kwami leave contact info so that the RTA can reach out to him to discuss his concerns.

## 9.0 Next Meeting

The next CMAP Board meeting is scheduled for Wednesday, November 9, 2022.

The next MPO Policy Committee meeting is scheduled for Thursday, January 12, 2023.

## 10.0 Adjournment

### *CMAP Board*

*A motion was made by CMAP Board Member Matthew Walsh, seconded by CMAP Board Member John Noak, to adjourn the CMAP Board meeting. The meeting was adjourned at 11:50 a.m.*

### *MPO Policy Committee*

*A motion was made by MPO Policy Committee Metra Representative David Kralik, seconded by MPO Policy Committee RTA Representative and Chair Pro-Tem Leanne Redden, to adjourn the meeting. The meeting was adjourned at 11:50 a.m.*

Minutes prepared by Blanca Vela-Schneider.



# Chicago Metropolitan Agency for Planning

## MEMORANDUM

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

**To:** CMAP Board

**From:** Piotr Wietrzak  
Director, Finance and Administration

**Date:** November 9, 2022

**Re:** Contract Approval with Wejo, in the amount of \$126,693, for Vehicle  
Waypoint Data for the Regional Traffic Safety Action Plan

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In response to the growing number of traffic-related fatalities and serious injuries in the Chicago region, the Chicago Metropolitan Agency for Planning (CMAP) recently initiated a [Regional Traffic Safety Action Agenda](#). This multi-year safety effort will include three components: a research and data analysis phase to understand the region's traffic safety issues; a series of on-the-ground pilot projects to assist local governments in identifying and implementing safety investments; and a set of tools for partners to support local efforts to improve safety through design, education, equity and enforcement policy. The acquisition of the waypoint data identified in IFB 271 supports the first phase of this project by providing a source of speed data.

Speed issues have historically been a factor in approximately 25-30% of all crashes nationally and the pattern in Illinois is similar. Speed data has historically been difficult to acquire on a large scale because it required the placement of radar devices in the field at a limited number of locations for short durations. These technical limitations have made it very difficult to comprehensively measure speed. The lack of quality speed data limits identifying how systemic speeding may be correlated with roadway design, traffic operations, or time of day and result in increased crash rates.

The vehicle waypoint data will be used to calculate speed patterns on small segments of the road network. Technological advances in recent years have created new opportunities to obtain representative sets of waypoint data to produce improved speed information, covering a substantial share of automobiles on the road for a given period of time.

## Review Process

An Invitation for Bids (IFB) was sent to potential contractors and posted to the CMAP website on June 28, 2022. Questions were invited from potential bidders and due by July 13, 2022. Responses were documented and posted on the CMAP website. CMAP received proposals from two data providers: Wejo and HERE Technologies.

The sample data was processed by staff to evaluate the length of vehicle trips, the duration of trips, the frequency of observations on links, the number of way points associated with each trip and the average time between waypoint time stamps. These values were used to compare the HERE and Wejo data sets, according to the criteria reflected in Table 1.

**Table 1: Selection Criteria**

Criteria	Maximum Score	HERE	Wejo
Completeness of the data based on listed data requirements	80	42.7	69.3
Sample size of provided data or processed data	60	52	46
Additional data elements beyond the base requirement	40	10.7	37.3
Data format and size	100	60	70
Potential for continued evaluation in the future	60	42	48
Cost to CMAP	80	56 (\$138,750 ,1-month)	74.7 (\$126,692 ,3-months)
Total	420	263.3	345.3

## Recommendation for contractor selection

After analysis of the sample datasets provided by each vendor, the selection team recommends **Wejo** as the contractor for the waypoint data for the Speed Data project. Wejo is an international firm with a strong national presence and supplies data to numerous states and municipalities including the City of Chicago. The selection team felt the data in the Wejo proposal had the most useful sample rate and best vehicle trip identification.

It is recommended that the Board approve a contract with Wejo for the Regional Traffic Safety Program, for a not-to-exceed amount of 126,693. Support for this project will be provided by FY23 UWP funds.

ACTION REQUESTED: Approval

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## MEMORANDUM

**To:** CMAP Board

**From:** Piotr Wietrzak  
Director, Finance and Administration

**Date:** February 9, 2022

**Re:** Cost Increase Request for Nearmap, US Digital Aerial Imagery, in the Amount of \$1,770, to Provide Additional License to CMAP Contracted Consultants

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In February 2022, the CMAP Board approved the annual CMAP budget. Included in this budget was an expenditure for Nearmap digital aerial imagery in the amount of \$50,000, for staff use. Since budget approval, staff has recognized the need to share this imagery with its consultants who are engaged in work throughout the CMAP region, which will require the purchase of a public display license from the vendor, in the amount of \$1,770.

CMAP staff is seeking Board approval for a cost increase in the amount of \$1,770 to purchase additional public display licenses to allow its vendors to access Nearmap, US digital aerial photography data to be used exclusively for work on CMAP project. Support for this project will be provided by FY23 UWP funds.

**ACTION REQUESTED:** Approval



## MEMORANDUM

**To:** CMAP Board

**From:** Piotr Wietrzak,  
Director of Finance, Finance and Administration

**Date:** November 9, 2022

**Re:** Contract approval for Civic Consulting Alliance partnership in the amount of \$70,000 for the Plan of Action for Regional Transit

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The COVID-19 pandemic has caused enormous challenges for the transportation system in northeastern Illinois, with especially significant consequences for the public transportation system. Most notably, as the Regional Transportation Authority (RTA) currently estimates, the three service boards that provide transit services in the region (the Chicago Transit Authority, Metra, and Pace) will face a combined operating budget shortfall of more than \$700 million in 2026 after federal aid is fully exhausted in 2025.

In response to these challenges and as required by Public Act 102-1028, the Chicago Metropolitan Agency for Planning (CMAP) is preparing to develop and submit a report of legislative recommendations to the Governor and General Assembly of the State of Illinois on several topics related to the transit system of northeastern Illinois. The Act requires the report to address changes to the recovery ratio, sales tax formula and distributions, governance structures, regional fare systems, and any other changes to State statute, Authority, or Service Board enabling legislation, policy, rules, or funding that will ensure the long-term financial viability of a comprehensive and coordinated regional public transportation system that moves people safely, securely, cleanly, and efficiently, and that supports and fosters efficient land use.

To meet these requirements, CMAP has initiated a project called the *Plan of Action for Regional Transit (PART)*. The Chicago Community Trust (Trust) recently awarded CMAP a grant for \$70,000 to support the first phase of this work, which will establish the process by which the required Steering Committee is structured and executed. The intent of the Trust was to support a partnership between CMAP and Civic Consulting Alliance's (CCA's) civic sector transportation portfolio, enabling CCA to continue to leverage its staff expertise and pro bono partnerships in service of the region.

It is recommended that the Board approve a 1-year agreement with Civic Consulting Alliance in the amount of \$70,000 for the Plan of Action for Regional Transit (PART) project. Support for this contract will be provided by a Chicago Community Trust grant awarded for that purpose.

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## Transportation Committee Annual Report

### Committee charge

The Committee serves as a working committee to both the MPO Policy Committee and the CMAP Board and will consider recommendations and policy decisions prior to MPO Policy Committee action.

### Goals and objectives

The Committee's vision is: "Promote a regional Transportation system that is safe, efficient, and accessible while sustaining the region's vision related to the natural environment, economic and community development, social equity, and public health."

### Summary of work

#### Work to date

For 2022, the Committee's focus has been on the ON TO 2050 Update and the many pieces that feed into the update which include the financial plan, regionally significant projects (RSPs) and their evaluation, the system performance report, plan indicators, the socioeconomic forecast, transportation modeling and the air quality conformity as well as the FFY 2023-2028 Transportation Improvement Program (TIP).

The committee reviews and approves amendments to the TIP which is one of the main responsibilities of a Metropolitan Planning Organization and provides a five-year financial picture for the federal transportation dollars in the region along with regionally significant projects.

In February, at the request of Secretary Osman and the MPO Policy Committee, the Transportation Committee held a special meeting to discuss and approve the Unified Work Plan (UWP) which provides federal transportation planning funds to the region. The Committee discussed the newly approved IJA funding and the known and unknown affects that the legislation will have on transportation planning and the functions of the Metropolitan Planning Organizations across the country. In addition, the committee discussed some of the new programming related to safe and complete streets, ADA transition planning, and funding for core and competitive programs.

The committee continues to be actively engaged in the conversation about traffic safety in the region. In 2019, safety rose to one of the top priorities of the committee which ultimately led to the creation of the Safety Action Agenda.

Other topics and presentations covered so far this year include ITS Architecture, RTA Strategic Plan, Mobility Recovery, Pavement Management Plan and National Science Foundation sidewalk inventory project.

## Discussion on performance measures

The performance measures discussed by the Committee revolve around the National Performance Management Measures which cover transportation asset condition, system performance, and safety.

### Baselines

See the [System Performance Report Plan Appendix](#).

### Current levels

See the [System Performance Report Plan Appendix](#).

## Outstanding work

The Committee is scheduled to meet on September 16, November 18 and December 16, 2022. The work of the Committee will include ON TO 2050 Update approval recommending the plan to the MPO Policy Committee and CMAP Board for adoption, the mobility recovery work, federal safety performance measures and the approval of TIP amendments along with the discussion of prioritized transportation investments resulting from Infrastructure Investment and Jobs Act.

## Future work

Safe systems approach to transportation, ADA Transition Plans, transit recovery, implementation of IJJA, climate issues and the newly proposed greenhouse gas emissions performance measures will be of particular interest to the Committee.



## MEMORANDUM

**To:** CMAP Board

**From:** Erin Aleman, Executive Director

**Date:** 11-1-2022

**Subject:** 2023 Meeting Planning

**Purpose:** Information and Direction

**Action Requested:** Discussion and final meeting schedule approval

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Together, over the last two years, we learned to hold effective remote meetings. This is pursuant to Illinois Executive Order 2020-07 that suspends the procedural requirement in the Illinois Open Meetings Act (OMA) that a quorum of a public body be physically present to conduct a public meeting (for the duration of the Gubernatorial Disaster Declaration). However, our past two monthly meetings were a good reminder that, together, we benefit from meeting in person.

As we consider our meeting schedule for 2023, we are seeking Board discussion and guidance on planning for both in-person and remote meetings. With a focus on developing a balanced meeting schedule that affords us the benefits of remote meetings and the advantages of some in-person discussions.

A primary goal of CMAP's authorizing agency is creating collaboration and consensus on regional issues that are greater than the sum of our individual parts. As such, CMAP's authorizing legislation (Public Act 095-0677) requires four-fifths (or 12 of our 15 members) for action. There have been occasions over the years where the board has not had the required quorum delaying the start of the meeting or postponing action. This creates challenges especially for time-sensitive procurement actions and other items.

### Recommendation

The Board traditionally meets monthly, nine times a year. In 2023, we recommend meeting in-person for approximately half of those meetings and holding the remaining half remotely. While a hybrid meeting is an option, which allows for both in-person and virtual participation, we would strongly encourage board members to commit to in-person attendance for pre-determined and agreed-upon in-person meetings.

The proposed schedule is as follows:

January 11 - Remote

February 8 – In-person to discuss and approve the annual budget and work plan

March 8 – In-person

April 12 – Remote (at times canceled due to spring break)

May 10 – Remote

June 14 – In-person to review the accomplishments from the fiscal year

July 12 – (only if necessary)

August 9 – (only if necessary)

September 13 – Remote

October 11 - In-person for annual joint meeting with the MPO Policy Committee

November 8 - In person to take action on the ILGA report

December 13 - Optional meeting if required

**It's important to emphasize that should the governor change the Disaster Declaration reinstating the OMA requirement to have a physical quorum, the CMAP Board will need to comply and hold all meetings in-person (adhering to the exceptions outlined in the law).**

We also recommend reviewing and amending the [CMAP Board By-Laws](#) to allow the Executive Committee to approve certain administrative items and report back to the Board (including time-sensitive items such as procurements and contracts) should the Board not have a scheduled meeting or not have a quorum. Staff will bring forward this proposed modification to the By-Laws and other recommended changes at a future meeting for Board review and action.

### **Considerations**

Certainly, participating remotely is convenient, especially given the wide geographic representation of board members. Thus, maximizing participation and the likelihood of achieving a quorum.

Still, data and case studies support the benefits of in-person meetings versus virtual ones. For example, being in the same room can maximize comprehension of content (especially when sharing data-rich information), it can promote more robust dialogue, yielding more meaningful input, participation and engagement, and create a sense of deeper connection, trust and

relationships among the public body members, staff and public. It also provides for increased flexibility like small group discussions which are not allowed in a virtual setting (per OMA).

Given these considerations, staff is recommending a mix of both in-person and virtual meetings.

**Proposed action:** Recommend Board approval of proposed 2023 meeting schedule.



**To:** CMAP Board  
**From:** Executive Office  
**Date:** November 2, 2022  
**Re:** Approval of Committees for 2023

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No changes are proposed to the 2023 committee structure. Staff recommends that the Board, in accordance with its authority under the CMAP Bylaws, Article 3(17)(D) reaffirm the following committees for 2023:

- Executive Committee
- Coordinating Committee
- Citizen's Advisory Committee
- Council of Mayors Committee
- Transportation Committee
- STP Project Selection Committee
- CMAQ and TAP Project Selection Committee
- Tier II Consultation
- Unified Work Program
- Wastewater Committee
- Climate Committee
- Regional Economy Committee



## MEMORANDUM

**To:** CMAP Board

**From:** Erin Aleman  
Executive Director

**Date:** November 9, 2022

**Re:** The CMAP Board delegates authority to the Executive Committee to consider and approve contracts necessary to meet the requirements from the Illinois General Assembly

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The Illinois General Assembly passed legislation requiring CMAP to complete an analysis and make recommendations for the future of the transit system in northeastern Illinois. More specifically, CMAP must develop and submit a report of legislative recommendations to the Governor and General Assembly of the State of Illinois addressing changes to the recovery ratio, sales tax formula and distributions, governance structures, regional fare systems, and any other changes to state statute, authority, or service board enabling legislation, policy, rules, or funding that will ensure the long-term financial viability of a comprehensive and coordinated regional public transportation system that moves people safely, securely, cleanly, and efficiently, and that supports and fosters efficient land use.

Over the past two years, CMAP has completed the Mobility Recovery analysis which will serve as the base for further study. Several elements of the additional analysis needed to complete the work directed by the state legislature are being conducted in-house at CMAP. However, due to the tight timeline for completing the requested research, analysis, and report, CMAP has a need to award some key elements of the work through contracts including:

- (1) A comparable government contract using existing contracts from Cook County DOTD for the purpose of transit related analysis. This procurement will comply with all guidelines, rules and regulations applicable to CMAP, Cook County and our funding agency.
- (2) A sole source contract with the Eno Center for Transportation to perform an analysis on regional transit governance.

Necessary funding to support these contracts will come from the FY23 budget. Contracts will be ready for a December 14 Board meeting or, with Board approval, could be delegated to the executive committee for December consideration and approval instead.

**Proposed Action:** Approve

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## MEMORANDUM

**To:** CMAP Board

**From:** CMAP Intergovernmental Affairs Staff

**Date:** November 2, 2022

**Re:** 2023 Federal and State Advocacy Agenda

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Each legislative session, CMAP develops strategic advocacy agendas for state and federal policymakers. For your review and discussion, staff presents the draft 2023 Federal and State Advocacy Agenda. To date, staff has presented drafts of the agenda and received input from the Council of Mayors, Transportation Committee, the Regional Economy Committee, and the Climate Committee.

Staff is providing a combined federal and state agenda for the next two-year session. This allows stakeholders at all levels of government to be aware of action needed at the state and federal levels to advance successful implementation of ON TO 2050. Furthermore, many of the elements of the Infrastructure Investment and Jobs Act (IIJA) require a combination of federal and state action to maximize IIJA's benefits for the region.

Staff identified priorities for the agenda through review of previous agendas, conversations with staff, and discussions with external stakeholders. Of the items included in the agenda, the priority for federal action will be maximizing the amount of IIJA dollars that flow to northeastern Illinois. CMAP's work to convene implementers to identify priority projects for discretionary funds and develop a shared priority project list is a key element of this strategy.

On the state side, staff will prioritize securing funding to support full implementation of the Regional Planning Act, CMAP's enabling statute, and increase capacity and planning support for the state's MPOs. MPOs have taken on a critical leadership role to facilitate coordination on IIJA competitive grants, and more sustainable, predictable funding will allow MPOs to grow their capacity to take advantage of this opportunity while meeting local planning needs.

CMAP's 2023 Federal and State Advocacy Agenda also aligns with the agency's strategic direction, which focuses on improving transportation, climate, and regional economic

competitiveness in northeastern Illinois. Within these three areas, staff has identified policy priorities within the following sub-areas:

**Transportation**

- CMAP supports sustainably funding transportation
- CMAP supports increased support for safe and complete streets
- CMAP supports improved access to funding resources and information

**Climate**

- CMAP supports stronger policies that can reduce emissions and congestion
- CMAP supports planning for a stronger and more resilient climate

**Regional Economic Competitiveness**

- CMAP supports stronger inclusive economic growth and reducing economic disparities
- CMAP supports increased opportunities for comprehensive planning and economic development
- CMAP supports improvements that help people and goods move efficiently
- CMAP supports improvements to local and regional tax policy

Staff will use this agenda to pursue key ON TO 2050 recommendations, and to guide and inform policymakers in Springfield and Washington D.C. Staff will use this approved agenda as the Board’s guidance for any actions needed in Springfield or Washington D.C.

ACTION REQUESTED: Information

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# DRAFT 2023 Federal and State Advocacy Agenda

## Introduction

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

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

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

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

CMAP's 2023 federal and state advocacy agenda details policy positions and priorities that can help the region address challenges and opportunities at each level of government. The positions and priorities, described below, align with CMAP's strategic direction that focuses on improving transportation, climate, and regional economic competitiveness in northeastern Illinois.

## Transportation

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

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

solutions that can sustain the future of transportation and strengthen the second largest transit system in the country.

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

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

### **CMAP supports sustainably funding transportation**

#### *Federal actions*

- Increase the federal motor fuel tax rate and index it to the rate of inflation each year.
- Develop innovative funding mechanisms, such as a national per-mile road usage charge and a federal freight transportation fee in the long term.
- Require the Federal Highway Administration (FHWA) to develop a report that recommends ways to modernize highway funding formulas and better align them with state and MPO performance measurement goals.
- Provide greater flexibility for states and regions to impose user fees by removing federal restrictions on tolling the interstate system and removing interstate system restrictions on commercial activity.

#### *State actions*

- Develop a comprehensive strategy to identify, enact, and create sustainable revenue sources for the region's transit system.
- Implement exploratory pilot projects that examine replacing the state motor fuel tax with a road usage charge (of at least 2 cents per mile) and indexed to the rate of inflation.
- Pilot different congestion pricing frameworks to assess whether different options enhance sustainable travel and limit the financial impact on drivers of low income.
- Institute a regional fee on trips provided by transportation network and rideshare companies and allow for anonymous trip data to be shared with third-party transportation researchers and planners.
- Provide incentives to employers that can encourage their employees to reduce the miles they travel by vehicle and require employers of a certain size within the Regional Transportation Authority's service area to participate in a transit benefit fare program. These fare programs typically allow employees to pay for transit and parking using pre-tax dollars.

## **CMAP supports increased support for safe and complete streets**

### *Federal actions*

- Expand MPOs' programming authority for funding available under FHWA's Highway Safety Improvement Program (HSIP). HSIP provides federal aid to help significantly reduce traffic fatalities and serious injuries on all public roads.
- Through expanded HSIP programming authority, reflect the responsibilities of FHWA's Safety Performance Management goals and establish a permanent 15-percent set aside for safety improvements that address vulnerable road users like bicyclists and pedestrians.
- Identify dedicated resources that provide local governments with comprehensive support for implementing Americans with Disabilities Act (ADA) provisions.

### *State actions*

- Expand capacity at the Illinois Department of Transportation to address traffic safety concerns in a coordinated and comprehensive fashion. This includes creating a new safe and complete streets coordinator position or similar role.
- Create a competitive grant program to incentivize municipalities to dedicate more road space to non-vehicle users, design self-enforcing streets, and institute other measures that can calm traffic and improve traffic safety.
- Give municipalities greater ability to make safety related improvements by reducing the barriers municipalities encounter when seeking to lower speed limits.
- Allow additional municipalities to pilot automated technology to promote traffic safety equitably. Pilot programs would need required analysis. This would include an equity analysis that assesses impacts of automated technology on communities of color, as well as evaluations of the technology's effectiveness with reducing speeding and opportunities to dedicate potential revenues to safety improvements.
- Identify dedicated resources that provide local governments with comprehensive support to implement [ADA provisions](#).

## **CMAP supports improved access to funding resources and information**

### *Federal actions*

- Fully fund new programs authorized by IIJA. Programs include the Healthy Streets program for resilience improvements and the Active Transportation Infrastructure Investment program for bicycle and pedestrian improvements.
- Increase transparency and coordination with regions around new resilience formula funding, such as IIJA Carbon Reduction and PROTECT. A more transparent, coordinated approach would ensure these programs are not being transferred or flexed to fund projects with minimal improvements to resilience and carbon reduction.
- Establish a pilot program that gives greater authority to large MPOs to directly fund and select projects through a funding mechanism that allows regions to address carbon reduction, resilience, and safety.
- Encourage the U.S. Department of Transportation (USDOT) to provide a formal schedule that details when competitive grant awards will be announced once application windows close. Additional improvements could provide successful grantees a target date for a completed grant agreement. All these improvements should be made available through a public dashboard online to identify and address delays in the time between grant awards and contracts.

### *State actions*

- Institute performance-based planning and project selection measures for investments funded through IIJA and make these metrics publicly available.
- Modernize processes for making transportation funding decisions. This should prioritize demonstrable system needs, align with federal funding and regional plans, and promote transparency.
- Ensure revenues from motor vehicle fuel taxes can support holistic transportation system needs.

## **Climate**

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

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

But more work remains to be done. And transportation is a key component to a sustainable and resilient region going forward. Today, the transportation sector is the largest source of emissions in Illinois, increasing the need for policies that can mitigate congestion and protect northeastern Illinois' communities from greater climate risks.

Policies that enhance support for transit and other transportation modes that can ease congestion and reduce carbon emissions are critical actions toward a more sustainable northeastern Illinois. Yet, the effects of the pandemic continue to compound concerns. The region's transit agencies (Chicago Transit Authority, Metra, and Pace) already are bracing for an expected budget shortfall of \$730 million by 2026 largely due to ridership drops in the wake of the pandemic. The following lists the climate policy positions and priorities that CMAP supports on both the federal and state levels.

### **CMAP supports stronger policies that can reduce emissions and congestion**

#### *Federal actions*

- Increase funding for transit available under the Highway Trust Fund and increase other transportation system user fees.
- Prioritize and direct current funding streams to mass transit systems with the greatest infrastructure needs and highest number of passengers. Increase federal support for the operating costs of these systems.
- Revise federal requirements to eliminate the funding disparity between transit projects and highway projects. This could include increasing the federal share under the Federal

Transit Administration's (FTA) New Starts grant program from 60 to 80 percent for projects that extend the transit system.

- Provide greater flexibility to use toll revenues to address strategic goals with multimodal transportation and carbon reductions. Greater flexibility could include providing high-speed, more reliable transit service to improve expressway corridors.
- Adopt aggressive emission standards for post-model-year 2026 to accelerate the transition of low- and zero-emissions fleets.
- Create a uniform "Buy America" waiver process across USDOT's agencies, including FHWA and FTA, for projects that are proven to improve air quality substantially.

#### *State actions*

- Provide resources and incentives for local governments to complete the community energy, climate, and jobs plans as described in the state Climate and Equitable Jobs Act. The job plans are intended to support local governments with developing comprehensive approaches to combining and funding local energy, climate, and jobs programs.
- Invest equitably in electric vehicle charging infrastructure across the northeastern Illinois region to maximize access.
- Establish state transportation emissions reduction goals that align with federally required greenhouse gas emissions reduction targets and Illinois' carbon reduction strategy.

### **CMAP supports planning for a stronger and more resilient climate**

#### *Federal actions*

- Allow MPOs to use the Resilience Improvement Plan established by IIJA to qualify for the 90 percent federal share for formula funds within the urbanized area covered by the plan.
- Increase funding eligibility and coordination for water, wastewater, and stormwater improvements and planning to regions. The U.S. Environmental Protection Agency should leverage the ability of regional planning agencies to assist disadvantaged communities with accessing federal and state funds.
- Modernize policies related to flooding. This could include making risk information available for property sales. It also could include reforming the National Flood Insurance Program to develop long-term solutions, such as the Federal Emergency Management Agency's Risk Rating 2.0 system, for properties that either are at high risk of flooding or have experienced repetitive losses because of flooding.
- Encourage the National Oceanic and Atmospheric Administration to provide regular updates of its precipitation reports, Atlas 14, to ensure future planning and investment decisions can withstand the impacts of extreme weather events.
- Increase investments that maintain the health, recreational attractiveness, and economic benefits of Lake Michigan and the Great Lakes by providing stable, long-term funding for the Great Lakes Restoration Initiative. The initiative accelerates efforts to protect and restore the Great Lakes — the largest system of fresh surface water in the world.

### *State actions*

- Dedicate new and sustainable revenues to support state and regional water planning and enhanced coordination among the Illinois Department of Natural Resources, Illinois State Water Survey, Illinois Water Inventory Program, and regional partners.
- Coordinate and standardize requirements for community water supplier reporting. Improve the sharing of data across agencies and partners to better support integrated water resources management.
- Promote equity in water infrastructure investments supported by the state revolving loan fund. This could include capacity within communities of low income to promote access to loans.
- Update statewide design standards to reflect green infrastructure techniques and precipitation trends.

### **Regional Economic Competitiveness**

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

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

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

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

## **CMAP supports stronger inclusive economic growth and reduced economic disparities**

### *Federal actions*

- Amend the national highway goals in 23 U.S.C. § 150 to add a measure for how well the transportation system connects people to jobs and services.
- Create a demonstration grant to provide reduced fares for riders of low income to help close transit equity gaps.
- Ensure federal investments from the U.S. Economic Development Administration (EDA) are comprehensive and strategic through increased coordination with MPOs, especially in regions without an “Economic Development District.”
- Continue American Rescue Plan Act EDA programs and funding levels that support regional economic development. This includes the Build Back Better Challenge, the Good Jobs Challenge, and the Economic Adjustment Assistance program.
- Support place-based housing mobility solutions, including funding for efforts led by regional housing authorities.
- Increase funding for re-employment, skilling, and reskilling programs authorized in the Workforce Innovation and Opportunity Act that can enhance, implement, and expand career pathway programs.

### *State actions*

- Authorize local jurisdictions to create a pilot program to test [income-based fines](#), escalating fines, or other alternative traffic enforcement structures that consider a driver’s ability to pay that may be below the statutory minimum.
- Expand reporting of traffic violation fines and ticketing outcomes to allow for analysis with an equity lens.
- Provide funding for local governments to study implementation of innovative partnerships, including shared-services models.
- Further enable public-private partnerships for regional infrastructure, including providing resources for innovative financing, advancing design-build strategies, and promoting workforce equity.

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

### *Federal actions*

- Require FHWA and the U.S. Department of Housing and Urban Development (HUD) to provide MPOs with comprehensive technical assistance and support for the newly authorized regional housing coordination plan process. Ensure MPOs have maximum flexibility to fund everything that is individually eligible within the housing coordination process.
- Make programs like the Thriving Communities Initiative permanent through the reauthorization process so that investment decisions across transportation, land use, and housing have long-term federal support from HUD and USDOT.
- Provide targeted assistance and funding through programs like the Thriving Communities Initiative to build communities’ capacity. This includes support for Phase 1 engineering, a major barrier that many disadvantaged communities face when planning local projects.

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

*State actions*

- Provide annual funding to support implementation of the Regional Planning Act and comprehensive planning for the state's MPOs
- Increase data sharing and transparency by state and local agencies, especially in instances that could aid in the COVID-19 recovery. This can help inform policymaking with data-driven decisions and regional collaboration.
- Require a [regular audit of all tax abatements](#), diversions, and credits used for economic development to assess their economic and fiscal impacts.
- Grant research partners access to additional information about sales tax rebate agreements (including agreement text and amounts of rebated taxes) through data-use agreements that protect proprietary business data
- Institute tax increment financing (TIF) data reporting standards to allow planners and researchers to assess TIF expenditures, impacts, and the effectiveness of TIF across the region.

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

*Federal actions*

- Establish a separate Office of Multimodal Freight within USDOT that comprehensively assesses freight system needs with high quality data sets. This can help inform competitive and formula freight programs based on need and significant national impact.
- Require rail carriers to describe and disclose how existing and future passenger rail service would be impacted in the event of a merger between rail carriers.
- Prioritize grade crossing improvements that will address increased freight traffic and delays due to rail mergers approved by the Surface Transportation Board. These projects should be prioritized for programs that can mitigate the negative impact of freight activities, including the Federal Railroad Administration's Railroad Crossing Elimination Program.
- Create a transparent data collection program for grade crossings that is regularly updated with quality public data and supports communities most impacted by freight movement.

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

*State actions*

- Modernize the sales tax to increase funding for transportation, reduce economic distortions, and give municipalities more options to generate sufficient revenue from existing and desired development. This can include policies that broaden the state sales tax base to cover additional services.
- Increase state revenue allocation to local governments and reform state revenue disbursement criteria to reduce disparities across municipalities.
- Allow non-home rule municipalities to impose certain kinds of user fees to provide services and better maintain infrastructure.