



CMAP BOARD

AGENDA - FINAL

Wednesday, May 14, 2025

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 May 13 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.

ZOOM MEETING INFORMATION

<https://us06web.zoom.us/j/82410801918?pwd=LBh63lWIDzQ4linAzh4g2hlxfXbpCK.1>

Conference Call number: 312 626 6799 US (Chicago)

Meeting ID: 824 1080 1918 Passcode: 617525

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****2.01 Executive director's report****[25-118](#)**

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

ACTION REQUESTED: Information

Attachments: [Memo - Executive director report 5.7.25](#)

CONSENT AGENDA (Agenda Items 3.01, and 4.01 through 4.04)**3.0 Approval of Minutes****3.01 Minutes from April 9, 2025****[25-122](#)**

PURPOSE & ACTION: Review and approval of meeting minutes.

ACTION REQUESTED: Approval

Attachments: [CMAP Board 04.09.24 Minutes](#)

4.0 Procurements and Contract Approvals**4.01 Authorization to enter into a sole source contract with TierPoint for IT Data Center Colocation for a term of up to 24 months with three, one-year options to renew in the amount of \$889,000****[25-110](#)**

PURPOSE & ACTION: CMAP is seeking to continue the colocation services with TierPoint for a term of up to 24 months with three, one-year optional renewals. TierPoint provides CMAP with a secure colocation facility within three blocks of CMAP's office that supports the majority of CMAP's server and storage infrastructure with redundant network connectivity to CMAP's office and the cloud as well as redundant power sources.

ACTION REQUESTED: Approval

Attachments: [Memo - Sole Source Justification-TIERPOINT](#)

4.02 Authorization to amend contract C-24-0063 with Matrix Management Institute, Inc. (MMI) for RFP 293 matrix management consultancy and training for an additional amount of \$197,750 for a total not to exceed amount of \$385,750 and to exercise its one-year renewal option**[25-113](#)**

PURPOSE & ACTION: CMAP entered into a contract with MMI on April 25, 2024 for matrix management consultancy and training for the organization. CMAP wishes to continue these services for the implementation of a sustainable matrix management roll-out at CMAP.

ACTION REQUESTED: Approval

Attachments: [Memo - Amendment Justification - MMI](#)

4.03 Authorization to amend contract C-22-0042 with Astriata for RFP 258 Website Migration, Design and Development, Content Strategy, Hosting, and Support Services in the amount of \$54,280 and exercise a one-year renewal option [25-114](#)

CMAP entered into a contract with Astriata on June 3, 2022 for website hosting services and technical support/website development. CMAP is seeking to exercise a one-year renewal for continued hosting, support, and website development services in the amount of \$54,280, rounded to the nearest thousand dollars.

ACTION REQUESTED: Approval

Attachments: [Memo - Amendment Justification - Astriata](#)

4.04 Authorization to purchase compensation study services from Crowe, LLC under the TXShare Master Interlocal Purchasing Agreement in the amount of \$160,000 for a term of up to 12 months with a one-year renewal option [25-115](#)

CMAP periodically conducts compensation studies to ensure it is offering competitive compensation packages to recruit and retain skilled staff and to ensure job descriptions accurately reflect qualifications, responsibilities, and education commensurate with the work performed. The contract was competitively bid and procured through TXshare.

ACTION REQUESTED: Approval

Attachments: [Memo - ILA Justification- Crowe LLC](#)

REGULAR AGENDA

5.0 Information Items

5.01 I-290 Blue Line Corridor Development Office (CDO) update [25-124](#)

PURPOSE & ACTION: An update of the activity of the I-290 Blue Line CDO and the significant progress that the CDO and its partners have made in program development delivery.

ACTION REQUESTED: Information

Attachments: [Memo - I-290 Blue Line Corridor Program](#)

5.02 Regional Vision update [25-131](#)

PURPOSE & ACTION: Updates on the early phases of the Vision planning process and a preview of early insights from a regional existing conditions assessment.

ACTION REQUESTED: Information

Attachments: [Memo - Vision - Existing Conditions](#)

5.03 Legislative update [25-123](#)

PURPOSE & ACTION: CMAP staff will provide an update on recent federal and state legislative activity.

ACTION REQUESTED: Information

Attachments: [Memo - Legislative Update](#)

6.0 Other Business**7.0 Public Comment**

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

10.0 Next Meeting

The next meeting is scheduled for June 11, 2025

11.0 Adjournment



Chicago Metropolitan Agency for Planning

Agenda Item 2.01

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: May 7, 2025
Subject: Executive Director's report
Action Requested: Information

Dear Board Members,

This report provides an update ahead of our May meeting with the goal of greater transparency to CMAP's work and to supplement the agenda.

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

Sincerely,

A handwritten signature in black ink, appearing to read 'Erin Aleman', is positioned above the printed name.

Erin Aleman

Impact of recent executive orders on CMAP work and operations

As shared previously, CMAP expected to make changes in response to the executive orders but lacked clarity and specific direction from USDOT and FHWA.

On April 24, USDOT Secretary Sean Duffy sent a [letter](#) to all recipients of federal transportation funding.

The purpose is to *“clarify and reaffirm pertinent legal requirements, to outline the Department’s expectations and to provide a reminder of responsibilities and consequences of noncompliance with Federal law and the terms of your financial assistance agreements.”*

As a recipient of federal funds, CMAP is taking steps to review and adjust our work and operations as necessary to maintain compliance.

Special MPO Policy Committee meeting scheduled

A special MPO Policy Committee meeting will take place immediately following the Transportation Committee meeting on Friday, May 30, to review and approve the adoption of six county safety action plans by the grant deadline.

CMAP was awarded a \$4 million Safe Streets and Roads for All (SS4A) grant in 2023 to help create safety action plans for Cook, DuPage, Kane, Lake, McHenry, and Will counties. Completion of these plans opens the door to apply for federal funding to advance implementation.

Counties and communities interested in applying can connect with the project managers for your county safety action plan; contact information is available on each county page through the Safe Travel for All [website](#).

This program funds projects that advance transportation safety and save lives through building safer roads, improving pedestrian and bike safety, helping people access transit safely, and more.

Local Housing Profiles released

CMAP recently shared new Local Housing Profiles to help policymakers, planners, researchers, and residents understand key information about their community. The profiles include a set of housing market data for every county, municipality, and Chicago community area in northeastern Illinois, created by CMAP in collaboration with the DePaul University Institute for Housing Studies.

Search local housing profiles and download profiles by county, municipality, or Chicago neighborhood [here](#).

Meeting with County Board Chairs

On Friday, April 11, CMAP facilitated its regular meeting of the Council of County Board Chairs in DuPage County. The Chairs received an update on CMAP activities and discussed opportunities to support CMAP's ongoing efforts to develop the comprehensive climate action plan for the northeastern Illinois region. We were also joined by IEPA Director James Jennings, who provided an overview of the State's implementation of their Climate Pollution Reduction Grant (CPRG) award. The primary focus of discussion was on opportunities for coordination between CMAP, local governments, and the State to achieve shared climate goals.

Modernizing Illinois' Sales Tax for a 21st Century Economy

As part of its April Speaker Series, the Civic Federation held a "Modernization Illinois' Sales Tax for a 21st Century Economy" panel discussion featuring Erin along with Maurice Scholten of the Taxpayers' Federation of Illinois. The panel was moderated by Paula Worthington, Senior Lecturer at the Harris School of Public Policy. Erin and Maurice spoke to the key considerations outlined in the recently released joint paper on sales tax modernization. Topics included lessons from past efforts, strategies for implementing a modernized sales tax, and how this report relates to the ongoing regional transit funding conversations.

PART honored with WTS Innovative Transportation Solutions Award

CMAP is proud to receive the [Innovative Transportation Solutions Award](#) from the WTS Greater Chicago Chapter for the Plan of Action for Regional Transit. The award recognizes the collaborative, equity-driven process behind PART — a bold, actionable strategy to address the region's looming \$770 million transit funding shortfall.

CMAP talks transit reform on ACEC-IL's Engineering Works

Erin was a special guest recently on [Engineering Works](#), a podcast series produced by the American Council of Engineering Companies of Illinois (ACEC-IL). She discussed the looming transit fiscal cliff, as well as how the region reached this point while highlighting CMAP's role in developing sustainable funding solutions for northeastern Illinois' transit system.

At the request of the Lake County Board, I will be presenting on transit reform at their May 9 Committee of the Whole meeting.

Americas Competitiveness Exchange Illinois

CMAP had the opportunity to host a delegation of approximately 80 international leaders as part of the 20th Americas Competitiveness Exchange. The event was organized by the Organization of American States, the U.S. Department of Commerce, and the U.S. Department of State, in collaboration with the State of Illinois, the Illinois Department of Commerce and Economic Opportunity, and the University of Illinois System.

The delegation attended two panel discussions. The first featured several CMAP staff who spoke about the agency's role in regional transportation policy and planning, and how this work supports a strong regional economy. The second panel included representatives from World Business Chicago and McHenry, Kendall, and Will counties, who discussed the strengths and opportunities of the Greater Chicagoland Economic Partnership.

Strengthen Communities (HB3784) RPA funding initiative

CMAP continues to work with Representative Will Davis on the Strengthen Communities (HB3784) funding initiative, which would appropriate \$2 million to the agency to support the planning functions and programs required in the Illinois Regional Planning Act.

CMAP continues to engage with members of the General Assembly on this important initiative and have already garnered bipartisan support and co-sponsorship from Representatives Dan Ugaste, Debbie Meyers-Martin, Elizabeth "Lisa" Hernandez, Robert "Bob" Rita, Eva-Dina Delgado, Anthony DeLuca, Martin Moylan, and Brad Stephens.

Additionally, the Illinois Municipal League, the Illinois State Association of Counties, Sierra Club Illinois, and the Metropolitan Planning Council are in support of the legislation.

In early April, Erin testified in support of HB3784 at a House Appropriations-Public Safety and Infrastructure Committee subject matter hearing. CMAP's goal is to incorporate the appropriation into the final FY2026 budget, and HB3784 presents a valuable opportunity to engage in the budget-making process.

Annual call for projects for technical assistance

The annual call for projects for technical assistance closed in April. CMAP and the RTA received [83 applications from 69 jurisdictions](#) including local governments, community organizations, and government agencies. The three categories that received the highest number of applications are for ADA self-evaluation and transition plans, capital improvement plans, and corridor plans. CMAP and the RTA are thoroughly reviewing each application, meeting with select applicants, and researching needs. Awarded projects will be announced in June.

Future Leaders in Planning (FLIP)

Again this year, CMAP is inviting high school students to apply for our Future Leaders in Planning (FLIP) program. This provides students across the region the opportunity to learn about urban planning and our region and share ideas about how to make northeastern Illinois a better place to live, learn, work, and play.

It runs over five days in July — July 15-17 (Tuesday through Thursday), and July 22-23 (Tuesday and Wednesday). It's in person at CMAP's office in the Old Post Office in downtown Chicago and includes field trips to sites throughout the region. The application deadline is 11:59 p.m. on Monday, June 2. [Apply here](#).

CMAP, Lake County partner to expand housing with support from Schreiber Philanthropy

To help fuel economic growth, Lake County and CMAP — supported by Schreiber Philanthropy— are teaming up to expand affordable and accessible housing in Illinois' third most populous county. See the May 1 [news release](#).



Chicago Metropolitan
Agency for Planning

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CMAP BOARD

MEETING MINUTES - DRAFT

Wednesday, April 9, 2025

9:30 AM

**Cook County Conference Room
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Chicago, IL 60607**

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<https://us06web.zoom.us/j/82410801918?pwd=LBh63lWIDzQ4linAzh4g2hlxfXbpCK.1>

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1.0 Call to Order and Introductions

Chair Bennett called the meeting to order at 9:42 a.m.

Present: Gerald Bennett, Frank Beal, Jada Curry, Gary Grasso, Paul Hoefert, Nina Idemudia, John Noak, Richard Reinbold, John Roberson, Nancy Rotering, Joanna Ruiz and Carolyn Schofield

Absent: Matthew Brolley, Anne Sheahan and Matthew Walsh

Non-Voting: Kouros Mohammadian

Absent (NV): Leanne Redden

Noting a physical quorum of the Board, Chair Bennett reported requests were received from Members Paul Hoefert and John Roberson to attend the meeting virtually in compliance with the Open Meetings Act. A vote is needed to approve their virtual attendance.

A motion was made by Gary Grasso, seconded by Carolyn Schofield, to allow virtual participation of its remote members. The motion carried by the following vote:

Aye: Gerald Bennett, Frank Beal, Jada Curry, Gary Grasso, John Noak, Richard Reinbold, Nancy Rotering, Joanna Ruiz and Carolyn Schofield

Absent: Matthew Brolley, Anne Sheahan and Matthew Walsh

Non-Voting: Kouros Mohammadian

Not Present: Paul Hoefert, Nina Idemudia and John Roberson

Absent (NV): Leanne Redden

Staff present: Bill Barnes, Alex Beata, Nora Beck, Vas Boykovskyy, Michael Brown, Enrique Castillo, Patrick Day, Teri Dixon, Phoebe Downey, Noah Harris, Craig Heither, Kasia Hart, Jaemi Jackson, Natalie Kuriata, Aimee Lee, Tony Manno, Stephane Phifer, Julie Reschke, Ryan Thompto, Jennie Vana, Blanca Vela-Schneider, Claire Williams

Others present: Garland Armstrong, Eric Czarnota, Kristi DeLaurentiis, Heidi Files, Jane Hirt, Neil James, Brian Larson, Heidi Lichtenberger, Brittany Matyas, Leah Mooney, Leslie Rauer, Erin Roberts, Michael Sewall, Vicky Smith, Cheryl Watson

2.0 Agenda Changes and Announcements

2.01 Executive director's report

[25-080](#)

Attachments: [Memo - Executive director report](#)

Erin Aleman, Executive Director, reported on her testimony before the House Appropriations-Public Safety and Infrastructure Committee on House Bill 3784 (HB3784) regarding CMAP's Strengthen Communities funding initiative. This bill seeks a \$2 million appropriation for CMAP to fulfill requirements under the Illinois Regional Planning Act that would help build stronger and thriving communities in the region through its Technical Assistance Program. This bill has received more than 70 witness slips from municipalities, advocacy organizations, Council of Governments and Mayors, supporting this bill.

CMAP, in partnership with RTA, received 83 applications at its annual call for projects. The final list of

awarded projects will be identified in early summer. She highlighted two previously awarded projects through the technical assistance program: Harvey Comprehensive Plan and the Grand Avenue Corridor Plan in Franklin Park.

(Member Idemudia arrived at 9:47 a.m.)

The executive director's report included recent engagement events by staff, the updating of the Northeastern Illinois Development database, and the recent release of the Modernizing Illinois' Sales Tax report. Executive Director Aleman also announced that CMAP is planning a State of the Region event on November 4, 2025 to celebrate CMAP's 20th anniversary and announce its regional Vision initiative.

The executive director's report was received and filed.

CONSENT AGENDA (Agenda items 3.01, 4.01 and 4.02)

3.0 Approval of Minutes

Approval of the Group Vote

A motion was made by Member John Noak, seconded by Member Nancy Rotering, to approve the Consent Agenda. The motion carried by the following vote:

Aye: Gerald Bennett, Frank Beal, Jada Curry, Gary Grasso, Nina Idemudia, John Noak, Richard Reinbold, Nancy Rotering, Joanna Ruiz and Carolyn Schofield

Absent: Matthew Brolley, Anne Sheahan and Matthew Walsh

Non-Voting: Kouros Mohammadian

Not Present: Paul Hoefert and John Roberson

Absent (NV): Leanne Redden

3.01 Minutes from February 12, 2025

[25-079](#)

Attachments: [02.12.25 CMAP Board Minutes - Draft](#)

Agenda items 3.01, 4.01, and 4.02 were approved under the Consent Agenda.

4.0 Procurements and Contract Approvals

4.01 Authorization to enter into contract C-25-0082 with the University of Illinois for water supply planning outreach and education services for a term up to 24 months in an amount not to exceed \$237,000

[25-073](#)

Attachments: [Memo - UI IISG Water Supply Planning Outreach Justification](#)

Agenda items 3.01, 4.01, and 4.02 were approved under the Consent Agenda.

4.02 Authorization to enter into contract C25-0086 with All Together as a result of RFP 336, for facilitation, engagement and event planning for a term up to 12-months, in an amount not to exceed \$272,800

[25-097](#)

Attachments: [Memo - RFP 336 All Together Justification](#)
[Attachment 1 - Evaluation Criteria - RFP 336](#)

Agenda items 3.01, 4.01, and 4.02 were approved under the Consent Agenda.

REGULAR AGENDA

5.0 Executive Session

5.01 Executive session to review closed session minutes pursuant to 5 ILCS 120/2 (c)(21) [25-074](#)

The Board did not enter into Executive Session.

This agenda item was withdrawn.

5.02 Action on the recommendation by staff regarding closed session minutes [25-075](#)

A motion was made by Member Nancy Rotering, seconded by Member Frank Beal, to release the January 11, 2017 closed session minutes and maintain the confidentiality of the remaining closed session minutes. The motion carried by the following vote:

Aye: Gerald Bennett, Frank Beal, Jada Curry, Gary Grasso, Nina Idemudia, John Noak, Richard Reinbold, Nancy Rotering, Joanna Ruiz and Carolyn Schofield

Absent: Matthew Brolley, Anne Sheahan and Matthew Walsh

Non-Voting: Kouros Mohammadian

Not Present: Paul Hoefert and John Roberson

Absent (NV): Leanne Redden

6.0 Information Items

6.01 Regional Transportation Plan (RTP) update [25-068](#)

Attachments: [Memo - Emerging Priorities](#)
[RTP Emerging Priorities Report](#)

Julie Reschke, Senior Analyst, reported on emerging priorities. The emerging priorities is the initial step in understanding what is top of mind of the region's transportation partners.

Reschke gave an update on the work for the Regional Transportation Plan (RTP), noting staff has begun collecting project information from the agency's implementation partners for the Regional Capital Projects (RCP) and that the resource group is continuing to refine evaluation criteria. The baseline revenue forecast is being developed for the financial plan and staff continue to engage its resource group on the revenues that should be included in the plan. CMAP is focusing on increasing its engagement efforts with the public this summer and engagement tools are available online. Reschke reported that 750 responses have been received since its questionnaire has been available to the public.

The Emerging Priorities Report is a significant milestone in the RTP that outlines high-level goals and objectives, builds off the ON TO 2050 and other regional plans, sets the foundation for upcoming work, reflects input from research and engagement, and sets up the foundation for upcoming activities.

Reschke reviewed the goals of the 2026 RTP: 1) strengthen connections between people and places; 2) prioritize safety and public health; 3) mitigate pollution and invest in resilient infrastructure; 4) support economic prosperity and inclusive growth; and 5) strategically govern, fund, and preserve the system.

(Member Noak left the meeting at 10:00 a.m.)

The Board provided feedback regarding the emerging priorities report and additional areas that staff should focus on related to transit, ensuring the plan serves the entire region, and how the region will change in the next several years.

An update was presented on the Regional Transportation Plan.

6.02 Congestion Management Strategy update

[25-069](#)

Attachments: [Memo - Congestion Management Strategy](#)

Noah Harris, Analyst, presented the Congestion Mitigation Strategy. Federal regulations establish the Congestion Management Process (CMP) as a required component of regional transportation planning for urbanized areas. The CMP should align and support the advancement of all our transportation goals and these measures and strategies can feed directly into the Regional Transportation Plan (RTP).

The FHWA defines the CMP as a systematic and regionally-accepted approach for managing congestion that provides information on system performance and assesses strategies to meet state and local needs. The FHWA provides guidance documentation for its eight-step model on congestion management. To address each of the steps, CMAP established resource groups with subject matter experts, key transportation partners, and organizations throughout the region to guide the elements of the work.

Harris reviewed the eight steps in the CMP including the last three steps related to strategies: identifying and assessing strategies; programming and implementing strategies, and evaluating strategy effectiveness. The CMP's objectives are to provide access to jobs and destinations, improve reliability on all modes of transit systems, enhance transit and active transportation options, and reduce the impacts of extreme weather, construction, and special events.

As part of the planning for priority corridors, CMAP will identify congestion problems and their root causes. CMAP will then apply strategies that are comprehensive and flexible and encourage cost-effectiveness; are right-sized to their context; and are consistent with RTP goals.

Harris reviewed peer examples from Southern California Association of Governments and Metropolitan Council of Twin Cities that CMAP is considering modeling. CMAP's primary deliverables would be to develop a strategies guidebook and a comprehensive corridor study template.

Next steps were discussed with corridor evaluations set to begin in the summer of 2025.

Discussion ensued regarding the corridor evaluation process, looking at technology to help mitigate congestion, understanding the history of zoning and transit and how decisions impact residents and communities.

An update on the Congestion Management Strategy was presented.

6.03 Legislative update

[25-070](#)

Attachments: [Memo - Legislative Update](#)
[RPA Factsheet 3-10-2025](#)

Kasia Hart, Senior Specialist, reported that staff continues to monitor recent executive orders and other federal directives for their impact on the region. CMAP met with county engineers to hear how these federal actions are impacting local transportation programming and planning. The discussion focused on US DOT guidance that requires additional review of unobligated discretionary awards. CMAP's review estimates that the amount of these awards subject to this review are in the \$100s of millions.

The next surface transportation reauthorization process is currently underway. Secretary Duffy provided testimony into the Environment and Public Works (EPW) Committee and provided insight to what the US DOT is seeking in a reauthorization bill. CMAP is developing a process to develop shared principles for the next reauthorization bill.

Hart reported that the most recent continuing resolution by the federal government did not include funding for FY26 member priority projects. Senator Duckworth's office is prioritizing funding FY25 requests and is not seeking new applications for FY26. Each of the members of the delegation are handling their process differently.

At the state level, CMAP continues to gather support on House Bill (HB)3784, the Strengthen Communities RPA funding initiative. She thanked members and agencies for their engagement and support. The goal is to get this bill incorporated in the final FY26 budget.

Transit reform and funding continue to be deliberated. Two bills have been filed: HB5823, the Metropolitan Mobility Authority (MMA) Act and Senate Bill (SB) 1938, the Illinois Road Usage Charge Act. The Senate Transportation Committee had a subject matter hearing on the operating fiscal cliff for our region and downstate. Some members are hosting transit listening sessions with their constituents and have asked CMAP to provide information on the PART report.

A legislative update was provided.

7.0 Other Business

There was no other business to conduct.

8.0 Public Comment

Garland Armstrong, a former Illinois resident, suggested CMAP engage Access Living to understand their concerns. He requested Amtrak attend a Transportation Committee so that he can ask them about additional routes.

9.0 Next Meeting

The next meeting is scheduled for May 14, 2025.

10.0 Adjournment

A motion was made by Member Frank Beal, seconded by Member Richard Reinbold, to adjourn the meeting. The motion carried by the following vote:

Aye: Gerald Bennett, Frank Beal, Jada Curry, Gary Grasso, Paul Hoefert, Nina Idemudia, Richard Reinbold, John Roberson, Nancy Rotering, Joanna Ruiz and Carolyn Schofield

Absent: Matthew Brolley, Anne Sheahan and Matthew Walsh

Non-Voting: Kouros Mohammadian

Not Present: John Noak

Absent (NV): Leanne Redden

The meeting was adjourned at 10:45 a.m.

Minutes prepared by Blanca Vela-Schneider



MEMORANDUM

To: CMAP Board

From: Claire Williams, Deputy Executive Director

Date: April 14, 2025

Subject: Authorization to enter into contract C25-0913 with TierPoint for Data Center Colocation Services for a term of up to 24-months with three one-year optional renewals, in an amount not to exceed \$889,000.00.

Action Requested: Approval

Purpose

CMAP is seeking to continue the colocation services with TierPoint for a term of up to 24 months with three one-year optional renewals. TierPoint provides CMAP with a secure colocation facility within three blocks of CMAP's office that supports the majority of CMAP's server and storage infrastructure with redundant network connectivity to CMAP's office and the cloud as well as redundant power sources.

With the contract expiring June 30, 2025, renewal is essential to maintain continuity and avoid disruptions to services.

Background

During the planning phase (2019 -2020) of relocating CMAP's office to the Old Post Office, the agency decided to locate its IT data center at a colocation facility. CMAP chose the TierPoint data center facility at 601 W. Polk St. in Chicago, three blocks from the Old Post Office. CMAP has invested significant time and funding into finding, moving to, setting up, and maintaining (contract C-20-0058, June 17, 2020 – June 30, 2025) the agency's primary data center at TierPoint's Polk St. facility in Chicago. A change of colocation data center would require CMAP to physically move all infrastructure hardware and connectivity, which is made up of five standard full-size server cabinets, containing servers, storage devices, and networking equipment. Any move would create an undue burden that would result in additional costs of time and money as well as risk the possibility of damaging CMAP IT hardware.

Procurement process

The TierPoint facility's location and data center services are vital to the continued stability of CMAP IT infrastructure and the resources it provides for staff. A change to this location would require CMAP to physically move all infrastructure hardware and connectivity, which would create an undue burden that would result in additional costs and risk the possibility of damaging CMAP IT hardware. Therefore, a sole source procurement is requested for data center colocation services from TierPoint.



MEMORANDUM

To: CMAP Board

From: William Barnes, Deputy of Regional Policy and Implementation

Date: April 28, 2025

Subject: Authorization to amend contract C-24-0063 with Matrix Management Institute, Inc., for RFP 293 Matrix Management Consultancy and Training for an additional amount of \$197,750 for a total not to exceed the amount of \$385,750 and extend

Action Requested: Approval

Purpose

Chicago Metropolitan Agency for Planning is seeking to amend its existing contract with Matrix Management Institute, Inc. to facilitate CMAP's transition to a matrix management organization.

Background

On April 25, 2024, Chicago Metropolitan Agency for Planning entered to a contract with Matrix Management Institute, Inc. (hereinafter "Contractor") identified as contract number C-24-0063. The authorized term for said contract is up to 18-months with one, one-year optional renewal for an amount not to exceed \$180,000.

CMAP competitively procured the contractor's services for the purpose of exploring whether matrix management was an appropriate fit with agency operations. In this fashion, MMI has brought its proprietary matrix management approach, tools and trainings to assist CMAP's effort to introduce matrix management to its operations. Since executing the contract, CMAP's management, executive and project teams have taken several trainings on MMI's approach to project pipeline management and project scoping/management.

Work is now underway at CMAP to apply MMI's proprietary approach to assess and prioritize the agency's current workload (projects, initiatives and programs). Work is also underway to apply their proprietary project management approach and tools to existing CMAP projects. Two pilot project teams have been trained in the approach with the expectation that the projects will be scoped using Contractor's tools and philosophy. A third mission-critical and agency-wide project will undergo similar training and scoping beginning in May 2025. The agency has committed to applying the philosophy to its existing and future work. To do so, CMAP seeks to

amend the existing contract to allow for additional scope beyond the initial “trial” scope, increase the do not exceed amount and exercise the contract’s sole one year extension. Doing so will allow for the implementation of a sustainable matrix management roll-out at CMAP.

Request

Authorization to amend contract C24-0063 with Matrix Management Institute, Inc. for Matrix Management Consultancy and Training for the additional amount of \$197,750 for a total not to exceed amount of \$385,750 and exercise the one-year renewal option.



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MEMORANDUM

To: CMAP Board

From: Jennie Vana, Deputy of Communications & Engagement

Date: April 21, 2025

Subject: Authorization to amend contract C-22-0042 with Astriata for RFP258 Website Migration, Design and Development, Content Strategy, Hosting, and Support Services in the amount of \$54,2800 and exercise a one-year renewal option

Action Requested: Approval

Purpose

The Chicago Metropolitan Agency for Planning is seeking to amend its existing contract with Astriata to add \$54,280, and exercise one of the contract's one-year renewal options to facilitate website hosting services and technical support for FY2026.

Background

On June 3, 2022, the Chicago Metropolitan Agency for Planning entered into a contract with Astriata identified as contract number C-22-0042. The authorized term for said contract was 24-months with three, one-year optional renewals for an amount not to exceed \$189,540.

CMAP pays for its website hosting services through Astriata, as well as any technical support/website development as needed throughout the year. We are exercising our option for an additional one-year renewal on July 1, 2026 for hosting and development. Hosting is a necessary cost for CMAP's work as a public agency, sharing content, data, and analysis through our public facing website cmap.illinois.gov. The support/development costs are for any required updates, technical difficulties, and/or additional design architecture that will be required in the coming year due to major projects like the Regional Transportation Plan and the Vision. An additional 12 months and additional funding in the amount of \$54,280 (\$17,280 for support/development and \$37,000 for website hosting services) is required to achieve this.

Request

Authorization to amend contract C-22-0042 with Astriata for Website Migration, Design and Development, Content Strategy, Hosting, and Support Services for a term of 12 months and the amount of \$54,280, rounded to the nearest thousand dollars.



MEMORANDUM

To: CMAP Board

From: Megan Fulara, HR Director

Date: April 29, 2025

Subject: Authorization to purchase compensation study services from Crowe, LLC under the TXShare Master Interlocal Purchasing Agreement in the amount of \$160,000 for a term of up to 12 months with a one-year renewal option

Action Requested: Approval

Purpose

CMAP is seeking authorization to execute a statement of work for the purchase of compensation study services with Crowe, LLC under the TXShare Master Interlocal Purchasing Agreement in the amount of \$160,000 for a term of up to 12 months with a one-year renewal option.

Background

CMAP aims to offer competitive compensation packages to recruit and retain skilled staff to carry out our mission as a metropolitan planning organization. Additionally, CMAP aims to ensure job descriptions accurately reflect the qualifications, responsibilities, and education commensurate with the work performed. CMAP last performed a compensation study in 2022.

CMAP has entered into a MASTER INTERLOCAL AGREEMENT (“ILA”) made and entered into pursuant to the Texas Interlocal Cooperation Act, Chapter 791, Texas Government Code (the “Act”), with the North Central Texas Council of Governments permitting CMAP to execute a statement of work against already competitively procured contracts. After requesting and reviewing bids from the selected and approved vendors through this purchasing cooperative, CMAP wishes to execute a statement of work against this existing contract with Crowe LLP for the purposes of conducting a classification and compensation study

Request

Approval to execute a statement of work for compensation study services with Crowe, LLC, with a not to exceed amount of \$160,000, for a term of 12 months, and a one-year renewal option. The contract was competitively bid and procured through TXshare.

MEMORANDUM

To: CMAP Board

From: CMAP Staff

Date: April 30, 2025

Subject: I-290 Blue Line Corridor Development Office update

Action Requested: Information

Purpose

CMAP will provide an update on the significant progress of the I-290 Blue Line Corridor Development Office (CDO) made with our partners program development and delivery.

Background

In January 2024, CMAP, IDOT, and CTA entered a Joint Statement of Understanding and a funding agreement that was formalized in agency budgets to leverage the desire of each agency to progress the I-290 Blue Line Corridor program forward.

In September 2024, after a formal RFP process, the CMAP Board approved entering into a contract with the consultant team assembled by CDM Smith. This team is responsible for coordinating day to day operations and strategic development of the Corridor Development Office (“CDO”) in partnership with the project implementers, IDOT and CTA.

Corridor Program Visioning

A unified vision for the mainline Corridor Program has been established by the CDO and its partners. This work was facilitated by the Program Servicer team through a series of workshops and inter-agency meetings with key program stakeholders. The vision accounts for both existing and planned projects as well as future enhancement projects, providing framework and consistency to help inform project inclusion and delivery methods.

We have developed an initial Program branding and communication plan including the creation of a Program Name. In February we launched the Advocacy Committee who meet monthly to discuss community outreach and initial engagement with Corridor municipalities and stakeholders as well as materials needed to support engagement efforts.

Program Administration and Project Delivery

The CDO has undertaken a thorough and comprehensive review of existing plans and projects. Synthesizing key project details such as cost, sequencing and scheduling after conducting multiple one-on-one discovery meetings. In the last quarter the Implementation Working Group was launched providing a forum for jurisdictional owners and corridor service providers to discuss and coordinate existing enabling project work as well as a space to address common delivery issues and provide strategic direction for future projects.

The CDO has provided initial briefings and educational workshops on various funding, financing and delivery options. We have been engaging in one-on-one meetings with lead agency partners to understand their current needs and ongoing funding commitments and obligations as well as future opportunities.

Next Steps

This summer, we will have a soft launch of Program branding, including launching a website. The CDO partners will also be working to develop detailed cost estimates, project sequencing and creation of master program schedule for existing, planned and enhancement component projects. The Program servicer team has almost completed their review of existing project plans, potential funding gaps and existing funding/financing programs. They will continue to a more detailed review of funding and financing options identified by key partners for further development as well as to begin facilitating discussions on how the Program may be leveraged to further regional policy conversations around CMP, Tolling and new streams of transit funding. The second half of the calendar year will also see the start to strategic and comprehensive outreach to corridor communities and other critical stakeholders to integrate existing planned projects, identify gaps, provide technical assistance and coordinate project delivery.



MEMORANDUM

To: CMAP Board

From: CMAP Staff

Date: April 30, 2025

Subject: Regional Vision update and emerging regional trends

Action Requested: Information

ON TO 2050, the region's current long-range plan and its three pillars – inclusive growth, prioritized investment, and resiliency – continue to guide CMAP's work.

Initial planning for the region's next comprehensive plan is underway, including development of a new regional Vision. This "north star" will articulate long-term goals and aspirations while also identifying potential challenges and opportunities that could shape regional progress.

With the help of a consultant team, CMAP is evaluating the region's existing conditions as it relates to demographics, the economy, fiscal capacity, housing, the environment, transportation, safety and affordability. The findings will help define the region's challenges and opportunities, inform regional planning efforts and give context for future-focused discussions.

In May, we will provide more context on the Vision planning process and preview early insights from the existing conditions assessment phase of the project.

Background

CMAP is shifting away from a single, large-scale regional comprehensive plan to a multi-plan framework with a regional vision at the center.

An [April 2024 CMAP memo](#) to the Board provides additional details on this approach.

With our partners and stakeholders, we will define *what* the region must do together and *why* it matters to the region, while providing topline policy guidance on *how* we can approach topical initiatives and implementation.

Together, the Vision and sub-plans will replace ON TO 2050 over time and collectively serve as the region's comprehensive plan. This new approach leverages the significant progress and direction provided by ON TO 2050 while providing a more dynamic and responsive approach to our region's challenges and opportunities.

We are targeting approval of the Vision by the CMAP Board and MPO Policy Committee in fall 2027.

The project team will be engaging the CMAP Board and MPO Policy Committee throughout this process and providing updates at your meetings.



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Chicago, IL 60607
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MEMORANDUM

To: CMAP Board

From: CMAP Intergovernmental Affairs Staff

Date: April 30, 2025

Subject: Legislative update

Action Requested: Information

FEDERAL

Surface Transportation Reauthorization

The next surface transportation reauthorization process is currently underway. Congressional committees have begun reauthorization hearings to engage with transportation implementers and stakeholders to discuss priorities in a future bill. Additionally, the House Committee on Transit and Infrastructure and Senate Committee on Environment and Public Works have opened up portals for stakeholder and member comments on reauthorization. CMAP provided comments based on previously developed regional principles for reauthorization and staff have spoken to Senator Durbin and Duckworth's offices about these priorities.

The "One Regional Voice" principles developed in 2021 for the previous reauthorization will serve as the basis for future regional conversations on the next reauthorization bill. CMAP staff are beginning a process to develop updated shared regional principles for reauthorization. Staff will collaborate with regional transportation implementers, advocacy groups, and other stakeholders to develop principles to share with the region's congressional delegation and other federal stakeholders.

Member priority projects

The House Committee on Appropriations announced guidance for FY26 community project funding (CPF) requests. Some members of CMAP's congressional delegation have opted to not seek new applications for community project funding and instead are prioritizing FY25 requests, as the most recent continuing resolution did not include funding for FY25 member priority projects. Other offices are seeking new applications. CMAP staff have shared information about what projects in each district are included in the TIP to provide further context on regional priorities. The Transportation and Housing and Urban Development (THUD) Subcommittee deadline for CPF requests is May 23rd.

STATE

Strengthen Communities (HB3784) RPA funding initiative

CMAP staff is working with lead sponsor Representative Will Davis on the Strengthen Communities (HB3784) funding initiative that would appropriate \$2M to the agency to support the planning functions and programs required in the Illinois Regional Planning Act.

CMAP staff will continue engaging with members of the General Assembly on this important initiative and have already garnered bipartisan support and co-sponsorship from Representatives Dan Ugaste, Debbie Meyers-Martin, Elizabeth “Lisa” Hernandez, Robert “Bob” Rita, Eva-Dina Delgado, Anthony DeLuca, Martin Moylan, and Brad Stephens. Additionally, the Illinois Municipal League (IML), the Illinois State Association of Counties (ISACo), Sierra Club Illinois, and the Metropolitan Planning Council are in support of the legislation.

On Friday, April 4, Executive Director Erin Aleman testified in support of HB3784 at a House Appropriations-Public Safety and Infrastructure Committee subject matter hearing. CMAP’s goal is to incorporate the \$2M appropriation into the final FY26 budget and HB3784 provides an opportunity to engage in the budget-making process.

Transit Legislation

Both the Senate Transportation and House Transportation: Regulation, Roads, & Bridges committees have held additional subject matter hearings on the two transit reform bills filed in the General Assembly. CMAP staff continues to monitor these hearings and respond to legislative inquiries in alignment with the Plan of Action for Regional Transit.

Several legislators have reached out to CMAP to request participation in transit listening sessions in their districts. These included:

- Tuesday, April 15: Rep. Deuter (Westmont)
- Thursday, April 17: Reps. Moeller and Ness (Algonquin)
- Monday, April 21: Rep. Gabel and Sen. Fine (Evanston)

CMAP staff presented an overview of the PART report at these meetings while legislators fielded questions and comments from constituents about transit improvements they would like to see in their communities and discussed legislative action on transit reform.

General legislative activity

The General Assembly is now in its final month of regular session. Bills from the opposite chamber have a committee deadline on May 9, followed by a third reading deadline on May 23. The General Assembly is scheduled to adjourn on May 31.

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 key pieces of legislation being considered before the Illinois General Assembly that may be of interest to the CMAP Board.

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

Bike and Pedestrian

HB2675 – **VEH CD-BIKE TRAIL SIGNAGE** (Rep. Moylan/Sen. Simmons)

Description: Amends the Illinois Vehicle Code. Provides that the authority having maintenance jurisdiction over publicly owned paved bicycle trails in the State shall erect permanent regulatory or warning signage 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. Provides that if the authority having maintenance jurisdiction over publicly owned bicycle trails has actual knowledge of an emergency or safety hazard that creates a dangerous condition on a publicly owned paved bicycle trail, the authority shall take reasonable steps to erect temporary signage or other warning markers, including, but not limited to, cones, barricades, or drums, alerting pedestrians or cyclists of the dangerous condition. HA3 provides that the authority having maintenance jurisdiction over publicly owned paved bicycle trails in the State shall erect permanent regulatory or warning signage alerting pedestrians or cyclists of highway crossings, unless the crossing (rather than the intersection where the trail crosses the highway) is controlled by an official traffic control device or sign.

Status: Placed on Senate Calendar 2nd Reading on 5/1/2025

SB2111 – **VEH CD-BICYCLES-EXEMPTIONS** (Sen. Simmons/Rep. Lilly)

Description: Amends the Illinois Vehicle Code. Provides that an individual operating a bicycle approaching a stop sign may proceed through the intersection without stopping at the stop sign if the individual slows to a reasonable speed and the individual yields the right-of-way to any pedestrian within the intersection or an adjacent crosswalk, other traffic within the intersection, and oncoming traffic that poses an immediate hazard during the time the individual is traveling through the intersection. Provides that the provisions regarding the operation of a bicycle at a stop sign do not apply to an individual operating a bicycle when there is a stop sign when exiting an alleyway or at a 4-way intersection with only 2 stop signs present.

Status: Assigned to House Transportation: Vehicles & Safety on 4/17/2025

Transit Improvement

HB1833/SB5 – **METROPOLITAN MOBILITY AUTH ACT** (Rep. Delgado/Sen. Villivalam)

Description: Creates the Metropolitan Mobility Authority Act. Establishes the Metropolitan Mobility Authority. Provides that the Chicago Transit Authority, the Commuter Rail Division and the Suburban Bus Division of the Regional Transportation Authority, and the Regional Transportation Authority are consolidated into the Metropolitan Mobility Authority and the Service Boards are abolished. Creates the Suburban Bus Operating Division, Commuter Rail Operating Division, and the Chicago Transit Operating Division. Reinserts, reorganizes, and changes some provisions from the Metropolitan Transit Authority Act and the Regional Transportation Authority Act into the new Act. Includes provisions concerning the operation of the Metropolitan Mobility Authority. Repeals the Metropolitan Transit Authority Act and the Regional Transportation Authority Act.

Status: HB1833 re-referred to Rules Committee on 3/21/2025; SB5 assigned to Senate Transportation on 3/4/2025

HB2963 HA1/SB1938 – **METRO & REGIONAL TRANSIT AUTH** (Rep. Evans, Jr./Sen. Villivalam)

Description: Creates the Road Usage Charge Act. Establishes the Road Usage Charge Advisory Committee to guide the development and evaluation of the road usage charge pilot program and to assess the potential for mileage-based revenue as an alternative to the current system of taxing highway use through motor fuel taxes. Sets forth the membership and duties of the committee. Requires the Department of Transportation, in consultation with the Secretary of State and based on the recommendations of the Committee, to implement a statewide pilot program by January 1, 2026 to assess a user fee on owners of motor vehicles that is based on the number of miles traveled on public

roadways in this State by those vehicles. Amends the Metropolitan Transit Authority Act. Provides that, on and after February 1, 2026, the Chicago Transit Board shall have 8 members (currently 7 members). Makes changes to the number of affirmative votes by Directors required to issue bonds. Amends the Regional Transportation Authority Act. Provides that the Annual Budget and 2-Year Financial Plan must show that the aggregate of all projected fare revenues from fares and charges for mass transportation provided by, or under grant or purchase of service contracts of, the Service Boards received in fiscal years 2026 and 2027 shall equal at least 25%, and in fiscal years 2028 and 2029 and every year thereafter at least 15%, of the aggregate cost of providing such public transportation in those fiscal years. Provides that, beginning July 1, 2026, the Regional Transportation Authority shall be the sole agency responsible for the management and oversight of the fare collection systems used on all public transportation provided by the Service Boards. HB2963 HA1 reinserts the provisions of the introduced bill with the following changes. Further amends the Regional Transportation Authority Act. Provides that beginning January 1, 2026, covered transportation agencies shall award all covered transportation contracts using a competitive best-value procurement process and shall require bidders to submit an Illinois Jobs Plan for itself and any participating subcontractor as part of their solicitation responses. Sets forth provisions concerning compliance with the Illinois Jobs Plan and evaluating bidder qualifications. Provides that by July 1, 2026, 2 separate transit ambassador programs shall be implemented to cover services provided by the Chicago Transit Authority and the Suburban Bus Division, which shall be comprised of employees of each respective Service Board. Provides that the purpose of the Transit Ambassador Programs shall be to ensure the safety of transit system passengers and personnel, provide assistance to passengers, and promote compliance with system rules and governing laws. Provides that the Service Boards that have Transit Ambassador Programs shall bargain with the unions with which it has collective bargaining relationships to determine the initial unit placement, hours, duties, qualifications, training, compensation, and benefits of any positions created or modified through or because of the Transit Ambassador program. Provides that employees hired to perform Transit Ambassador duties shall be full-time employees of the Service Board establishing the program. Provides that those employed by the Chicago Transit Authority as Customer Service Assistants shall be offered the positions established pursuant to the Chicago Transit Authority Transit Ambassador Program prior to hiring any other personnel for the positions. Makes other changes. Adds a severability clause. Effective January 1, 2026.

Status: HB2963 re-referred to Rules Committees on 3/21/2025; SB1938 assigned to Senate Transportation on 3/21/2025

[HB3630/SB1791](#) – **TRANSIT-TO-TRAILS PROGRAM** (Rep. Slaughter/Sen. Ellman)

Description: Amends the Department of Transportation Law of the Civil Administrative Code of Illinois. Requires the Secretary of Transportation to establish a program through which the Secretary shall award grants to eligible entities for projects that facilitate travel by public transportation to public outdoor recreation sites for outdoor activities, including hiking, biking, boating, picnicking, hunting, fishing, wildlife observation, or other nature-based activities. Provides that the Secretary shall offer grants through the Transit-to-Trails program on an annual basis. Requires the Department of Transportation to adopt rules necessary to implement and administer the program. Provides that, in considering grant applications, the Department shall prioritize projects with demonstrated intent to enhance access to outdoor recreation opportunities for populations in greatest need of improved access to outdoor nature-based recreation. Requires the Department to provide technical assistance in preparing grant applications to applicants upon request. Provides that implementation of the grant program is subject to appropriation by the General Assembly.

Status: HB3630 re-referred to Rules Committee on 3/21/2025; SB1791 assigned to Senate Appropriations- Public Safety and Infrastructure on 3/12/2025

[HB3094](#) – **TRANSPORTATION BENEFIT PROGRAM** (Rep. Mah/Sen. Villivalam)

Description: Amends the Transportation Benefits Program Act. Provides that the Act does not apply to a covered employer in the construction industry with respect to employees with whom the covered employer has entered into a bona fide collective bargaining agreement. Makes changes to definitions.

Status: Placed on Senate Calendar 2nd Reading on 4/30/2025

[SB1388](#) – **RTA ACT-REDUCED FARES** (Sen. Simmons)

Description: Amends the Regional Transportation Authority Act. Provides that, by December 31, 2025, the Regional Transportation Authority, the Board of the Commuter Rail Division of the Authority, the Board of the Suburban Bus Division of the Authority, and the Board of the Chicago Transit Authority 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. Effective July 1, 2025.

Status: Assigned to Senate Appropriations- Public Safety and Infrastructure on 2/4/2025

Transportation Infrastructure

[HB2394](#) – **VEH CD-WEIGHT LIMIT EXEMPTION** (Rep. Benton/Sen. Cappel)

Description: Amends the Illinois Vehicle Code. Provides that a vehicle or combination of vehicles operated by an engine fueled wholly or partially by an electric battery or hydrogen fuel cell electric fueling system may exceed the posted weight limits by up to 2,000 pounds. HA1 replaces everything after the enacting clause with the provisions of the introduced bill, and makes the following change. Restores language that provides that the total allowance is calculated by an amount that is equal to the difference between the weight of the vehicle attributable to the natural gas or propane or hydrogen gas tank, batteries, and fueling system carried by the vehicle, and the weight of a comparable diesel tank and fueling system.

Status: Placed on Senate Calendar 2nd Reading on 4/30/2025

[HB3177/SB2248](#) – **TRANSPORT INFRASTRUCTURE-DELIVERY** (Rep. Olickal/Sen. Villivalam)

Description: Amends the Innovations for Transportation Infrastructure Act. Provides that the Department of Transportation or the Illinois State Toll Highway Authority may use the design-build project delivery method for transportation facilities if the capital costs for transportation facilities delivered utilizing the design-build project delivery method or Construction Manager/General Contractor project delivery method or Alternative Technical Concepts in a design-bid-build project delivery method do not for transportation facilities delivered by the Department, exceed the value of 20% of the projects annually programmed in (rather than \$400 million of contracts awarded during) the Department's multi-year highway improvement program on an annual basis (rather than for any 5-year period). Removes language that provides that notwithstanding any other law, and as authority supplemental to its existing powers, the Department may use the Construction Manager/General Contractor project delivery method for up to 2 transportation facilities per year. Effective immediately.

Status: HB3177 assigned to Senate Executive on 4/29/2025; SB2248 re-referred to Senate Assignments on 4/11/2025

[HB3438/SB1999](#) – **TRANSPORTATION-VARIOUS** (Rep. Andrade, Jr./Sen. Porfirio)

Description: Amends the Department of Transportation Law of the Civil Administrative Code of Illinois. Provides that the Department of Transportation shall develop and implement a life-cycle costs analysis for each new construction, reconstruction, or replacement road project, except for State rehabilitation and preservation projects, under its jurisdiction for which the total pavement costs exceed \$500,000. Amends the Illinois Municipal Code. Provides that the employee of the Aeronautics Division of the Department of Transportation who is a member of the advisory committee that determines which homes contain windows or doors that cause offensive odors and thus are eligible for replacement shall only cast a vote when breaking a tie. Amends the Illinois Vehicle Code. Provides that every crash report

required to be made in writing must be electronically submitted to the Administrator using an electronic format approved by the Administrator (rather than made on an approved form or in an approved electronic format provided by the Administrator). Makes conforming changes. Effective immediately, except that the changes made to the Illinois Vehicle Code are effective January 1, 2027.

Status: HB3438 assigned to Senate Assignments on 4/8/2025; SB1999 placed on House Calendar 2nd Reading on 4/23/2025

Transportation Safety

HB2461 – VEH CD-SPEED CAMERA REVENUE (Rep. Andrade, Jr./Sen. Villivalam)

Description: Amends the Illinois Vehicle Code. Establishes that a municipality that operates an automated speed enforcement system shall set aside 10% of the net proceeds from each system that generates more than \$500,000 in revenue for the respective school district or park district in the safety zone in which the automated speed enforcement system is located. Provides that the set aside proceeds may be allocated for any purpose designated by the school district or park district. Set forth home rule provisions.

Status: Referred to Senate Assignments on 4/14/2025

HB2983 – TRANSPORTATION-VARIOUS (Rep. Vella/Sen. Stadelman)

Description: Amends the Illinois Vehicle Code. Requires the Secretary of State to include information advising drivers of the laws and best practices for safely sharing the roadway with bicyclists and pedestrians in the Illinois Rules of the Road Publication. Provides that an applicant for a school bus driver permit or commercial driver's license with a school bus driver endorsement is not required to pass a written test if the applicant holds a valid commercial driver's license or a commercial driver's license that expired in the preceding 30 days issued by another state with a school bus and passenger endorsements. Requires all driver education courses to include information advising drivers of the laws and best practices for safely sharing the roadway with bicyclists and pedestrians. Provides that the examination to test an applicant's ability to read and understand official traffic control devices and knowledge of safe driving practices and traffic laws may be administered at a Secretary of State facility, remotely via the Internet, or in a manner otherwise specified by the Secretary of State by administrative rule. Allows the Secretary to destroy a driving record created 20 or more years ago for a person who was convicted of an offense and who did not have an Illinois driver's license if the record no longer contains any convictions or withdrawal of driving privileges due to the convictions. Provides that the application for an instructor for a driving school must be accompanied by a medical examination report completed by a competent medical examiner (rather than a competent physician). Provides that the restricted commercial driver's license issued for farm-related service industries may be available for periods not to exceed a total of 210 (rather than 180) days in any 12-month period. Removes some of the duration limitations for suspended licenses. Provides that the traffic-control signals also apply to bicyclists. Restricts a person from driving a motor vehicle on a bicycle lane, trail, or path designated by an official sign or marking for the exclusive use of bicycles or pedestrians. Makes other changes. Amends the School Code to make a conforming change. Effective immediately.

Status: Assigned to Senate State Government on 4/23/2025

SB1497 – VEH CD-SPEED ENFORCE SYSTEMS (Sen. Murphy)

Description: Amends the Illinois Vehicle Code. In provisions concerning automated speed enforcement systems in safety zones, provides that such provisions apply to home rule municipalities with over 35,000 or more inhabitants in a county with a population of 3,000,000 or more. Effective immediately.

Status: Placed on Senate Calendar 3rd Reading on 2/27/2025

SB1507 – VEH CD-SAFETY ZONES (Sen. Feigenholtz/Rep. Croke)

Description: Amends the Illinois Vehicle Code. Provides that the University of Illinois Chicago Urban Transportation Center shall conduct a study that includes the following: (1) a comprehensive review of the City of Chicago's website multi-year crash data on North and South DuSable Lake Shore Drive; (2) the available research on potential effectiveness of cameras powered by artificial intelligence in improving compliance and reducing crashes and road fatalities on North and South DuSable Lake Shore Drive; (3) an analysis of driving behavior to detect risky driving patterns and to address the DuSable Lake Shore Drive crash corridors; (4) an assessment of the effectiveness of psychological deterrence in reducing habitual speeding; and (5) an assessment of how fatalities can be reduced using these cameras powered by artificial intelligence and other technical options that may be available in place of cameras powered by artificial intelligence. Provides that the Department of Transportation shall adopt any rules necessary to implement this provision.

Status: Placed on House Calendar 2nd Reading on 4/23/2025

SB1559 – IDOT-TRAFFIC STUDIES (Sen. Feigenholtz/Rep. Williams)

Description: SA1 amends the Department of Transportation Law of the Civil Administrative Code of Illinois. Requires the Department of Transportation to conduct a traffic study following the occurrence of any crash involving a pedestrian fatality that occurs at an intersection of a State or municipal highway. Sets forth the meeting agendas for State and municipal government departments of transportation if a memorandum of understanding exists between the State and municipal departments of transportation and that memorandum of understanding requires that the 2 bodies meet monthly or regularly. Provides that the Department shall conduct a timely analysis of each fatal traffic crash that occurs on a State or municipal highway that is reported to the Illinois State Police or a local law enforcement agency. Provides that the Department shall conduct periodic analyses to identify trends, patterns, and correlations associated with traffic crashes. Provides that based on its analyses, the Department shall identify potential actions to increase traffic safety. Provides that when appropriate, the Department shall include estimates for the cost of implementation and potential funding options in its identification of such potential actions. Provides that in conducting analyses and in identifying potential actions, the Department shall coordinate with any other department, agency, or organization deemed relevant by the Department. Requires each department of transportation to make the reports of the analysis and the results of the study available to the public upon request. SA2 removes provisions concerning regular meetings between State and municipal departments of transportation, traffic crash analyses. Makes changes to provisions requiring the Department to identify potential action to increase traffic safety. Provides that the Department of Transportation (rather than each department, including State and municipal departments, of transportation) shall make the reports of the analysis and results of the study available to the public upon request. Makes other changes.

Status: Placed on House Calendar 2nd Reading on 4/30/2025

Transportation Funding

SB1319 – MOTOR FUEL TX-PROCEEDS (Sen. Villivalam)

Description: Amends the Motor Fuel Tax Law. Provides that, of the proceeds that are deposited into the Road Fund, \$27,000,000 shall be transferred each month to the Department of Transportation to be distributed to municipalities of the State, counties of the State, and road districts of the State according to a specified formula.

Status: Assigned to Senate Appropriations- Public Safety and Infrastructure on 2/4/2025

SB1382 – MOTOR FUEL-PUBLIC HIGHWAYS (Sen. Feigenholtz)

Description: Amends the Motor Fuel Tax Law. Provides that "motor fuel" means all volatile and inflammable substances, whether in liquid or gaseous form (currently, volatile and inflammable liquids). Provides that incidental use of motor fuel on private roads or private highways in the operation of a

motor vehicle does not constitute a "purpose other than operating a motor vehicle upon the public highways" and does not form a basis for a claim for refund. Effective immediately, except that certain provisions take effect January 1, 2026.

Status: Assigned to Senate Revenue on 2/4/2025

SB1608 – CARGO TRANSPORT ACT (Sen. Ventura)

Description: Creates the Cargo Transportation Fee Act. Provides that the corporate authorities of a municipality or a county may impose a fee upon interstate carriers and intrastate carriers that (i) transport by common carrier tangible personal property in the State, (ii) transport that tangible personal property for the purpose of selling that tangible personal property at retail, and (iii) receive tangible personal property directly from an intermodal facility that is located in the municipality or county that enacts the ordinance. Sets forth the amount of the fee. Provides that 95% of the proceeds from the fee shall be deposited into the Cargo Transportation Fee Fund and 5% of the proceeds shall be deposited into the Motor Carrier Safety Inspection Fund. Amends the State Finance Act to create the Cargo Transportation Fee Fund and sets forth the uses for that Fund.

Status: Assigned to Senate Revenue on 2/11/2025

SB1805 – REVENUE-ELECTRIC VEHICLES (Sen. Villivalam)

Description: Creates the Electric Vehicle Charging Fee Act. Provides that a fee is imposed on the privilege of engaging in business as an electric vehicle power provider in this State. Provides that, from January 1, 2026 through January 1, 2027, the rate of fee shall be \$0.06 per kilowatt hour of electric vehicle power. Provides that the rate of fee 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, 2026.

Status: Assigned to Senate Revenue on 3/12/2025

Regional Economy

HB2757 – REVITALIZE DOWNTOWN CHICAGO (Rep. Du Buclet/Sen. Feigenholtz)

Description: Creates the Chicago Downtown Revitalization Task Force Act. Includes legislative findings. Creates the Chicago Downtown Revitalization Task Force. Includes provisions on Task Force membership, meetings, compensation, and administrative support. Requires the Task Force to (1) conduct an analysis of all taxes and economic incentives, monetary or otherwise, that impact downtown Chicago, including analyzing all taxes and incentives levied or administered directly by the State of Illinois as well as those authorized by State law but are implemented by units of local government, including the City of Chicago; (2) research and review trends impacting downtown Chicago, including, but not limited to, population growth, office occupancy rates, commercial office vacancy and valuation figures, retail sales, restaurant sales, hotel occupancy rates, and cultural event attendance; (3) examine national best practices in the area of post-pandemic revitalization of large urban centers and consider the applicability of such policies to downtown Chicago; (4) assess existing and potential industry clusters based on current and anticipated trends to consider policy solutions that may optimize the marketability and overall appeal of downtown Chicago to potential growth sectors; and (5) make recommendations regarding changes to existing policy or the implementation of new policies to enhance economic activity in and increase the overall vitality of downtown Chicago. Requires the Task Force to submit a report no later than 12 months after the effective date of the Act and periodically thereafter. Dissolves the Task Force 5 years after the effective date of the Act. Repeals the Act on January 1, 2032.

Status: Assigned to Senate Local Government on 4/29/2025

[SB2344](#) – **STATEWIDE INNOVATION DEVELOP** (Sen. Stadelman)

Description: Creates the Statewide Innovation Development and Economy Act. Provides that the purpose of the Act is to promote, stimulate, and develop the general and economic welfare of the State of Illinois and its communities and to assist in the development and redevelopment of major tourism, entertainment, retail, and related projects within eligible areas of the State, thereby creating new jobs, stimulating significant capital investment, and promoting the general welfare of the citizens of this State, by authorizing municipalities and counties to issue sales tax and revenue (STAR) bonds for the financing of STAR bond projects and to otherwise exercise the powers and authorities granted to municipalities to provide incentives to create new job opportunities and to promote major tourism, entertainment, retail, and related projects within the State. Provides that the Office of the Governor, in consultation with the Department of Commerce and Economic Opportunity, shall have final approval of all STAR bond districts and STAR bond projects established under this Act, which may be established throughout the 10 Economic Development Regions in the State as established by the Department of Commerce and Economic Opportunity. Provides that regardless of the number of STAR bond districts established within any Economic Development Region, only one STAR bond project may be approved in each of the 10 Regions, excluding projects located in STAR bond districts established under the Innovation Development and Economy Act. Provides that each STAR bond district in which a STAR bonds project has been approved may only receive 50% of the total development costs up to \$75,000,000 in State sales tax increment. Provides that a STAR bond district under the Act may not be located either entirely or partially inside of a municipality with a population in excess of 2,000,000. Effective immediately.

Status: Assigned to Senate Revenue on 3/4/2205

Climate Mitigation & Resiliency

[HB2419](#) – **EPA-LOCAL SITING REVIEW** (Rep. Hirschauer/Sen. Villa)

Description: Amends the Environmental Protection Act. Provides that, when determining whether certain local siting review criteria have been met, the county board of the county or the governing body of the municipality, as applicable, shall consider, among other things, vehicle emissions and the potential cumulative impacts created by the addition of the facility to the existing pollution sources, the disparate impacts created by the addition of the facility to existing pollution sources, and the potential disparate impacts on nearby communities. Requires the local siting decisions of the Pollution Control Board to include a written statement describing whether the procedures were conducted by the county board or governing body in a manner that is accessible to the public, including individuals with disabilities and individuals who are not native speakers of English. HA2 deletes a change to a provision regarding traffic flows to or from the proposed facility for local siting approval. Deletes provisions regarding the county board or governing body considering the potential cumulative impacts to the existing pollution sources, the disparate impacts to the existing pollution sources, and the potential disparate impacts on nearby communities. Requires the county board or governing body to conduct a hearing in a manner accessible to individuals with disabilities and individuals who are not native speakers of English, with certain requirements for certification that constitutes prima facie evidence of compliance. Allows the governing Authority to request the Department of Transportation to perform studies of the emissions associated with traffic. Deletes changes to provisions regarding appeal of siting approval.

Status: Assigned to Senate Environment and Conservation on 4/29/2025

[HB3374](#) – **ENERGY EFFICIENCY-EXT REPEAL** (Rep. Mussman/Sen. Guzman)

Description: Amends the Renewable Energy, Energy Efficiency, and Coal Resources Development Law of 1997. Extends the repeal of the Act until December 31, 2030. Effective immediately.

Status: Referred to Senate Assignments on 4/23/2025

HB3650 – UTIL-2050 HEAT DECARBONIZATION (Rep. Lilly/Sen. Peters)

Description: Amends the Energy Transition Act. Adds electrification industries to clean energy jobs. Amends the Public Utilities Act. Provides that a gas utility may cease providing service if the Illinois Commerce Commission determines that adequate substitute service is available at a reasonable cost to support the existing end uses of the affected utility customers. Provides for cost-effective energy efficiency measures for natural gas utilities that supersede existing provisions concerning natural gas energy efficiency programs and take effect beginning January 1, 2025. Provides that gas main and gas service extension policies shall be based on the principle that the full incremental cost associated with new development and growth shall be borne by the customers that cause those incremental costs. Provides that, no later than 60 days after the effective date of the amendatory Act, the Commission shall initiate a docketed rulemaking reviewing each gas public utility tariff that provides for gas main and gas service extensions without additional charge to new customers in excess of the default extensions as specified in administrative rule. Adds the Clean Building Heating Law Article to the Act, with provisions concerning emissions standards for heating in buildings, as well as related and other provisions. Adds the 2050 Heat Decarbonization Standard Article to the Act, with provisions concerning options for compliance, measures for customer emission reduction, customer emission reductions, tradable clean heat credits, banking of emission reductions, equity in emission reductions, enforcement, the 2050 Heat Decarbonization Pathways Study, gas infrastructure planning, a study on gas utility financial incentive reform, and reporting requirements. Adds the Statewide Navigator Program Law Article to the Act, with provisions concerning creation of a statewide navigator program, as well as related and other provisions. Effective immediately. HA1 Removes provisions concerning the Energy Transition Act. Removes provisions in the Public Utilities Act concerning findings and intent; Commission methodologies and metrics; fixed charges; duties of public utilities; gas energy efficiency; the consideration of gas main and gas service extension costs; the consideration of attorney and expert compensation as an expense and intervenor compensation fund; tariffed gas main and gas service extension provisions; nondiscrimination; independent gas system assessment; the phase-out of gas fixed charges; and the Equitable Energy Upgrade Program. Removes the Clean Building Heating Article and the Heat Decarbonization Standard Article of the Public Utilities Act. Effective immediately.

Status: Referred to Senate Assignments on 4/14/2025

SB1307 – EPA-ENVIRONMENTAL JUSTICE (Sen. Villanueva)

Description: Amends the Environmental Protection Act. Requires the Environmental Protection Agency to annually review and update the underlying data for, and use of, indicators used to determine whether a community is designated as an environmental justice community and to establish a process by which communities not designated as environmental justice communities may petition for such a designation. Provides that an applicant for a permit for the construction of a new source that will become a major source subject to the Clean Air Act Permit Program to be located in an environmental justice community or a new source that has or will require a federally enforceable State operating permit and that will be located in an environmental justice community must conduct a public meeting prior to submission of the permit application and must submit with the permit application an environmental justice assessment identifying the potential environmental and health impacts to the area associated with the proposed project. Provides requirements for the environmental justice assessment. Contains provisions regarding public participation requirements for permitting transactions in an environmental justice community. Provides that, if the Agency grants a permit to construct, modify, or operate a facility that emits air pollutants and is classified as a minor source, a third party may petition the Pollution Control Board for a hearing to contest the issuance of the permit. Contains provisions regarding environmental justice grievances. Defines terms. Contains other provisions.

Status: Assigned to Senate Energy and Conservation on 3/20/2025

[SB2311](#) – **FLOOD CONTROL-FLOOD PLAN** (Sen. Ellman)

Description: Amends the Flood Control Act of 1945. Requires, not later than July 1, 2026 and before the end of each successive 5-year period after that date, the Department of Natural Resources to prepare and adopt a comprehensive State flood. Provides that the State flood plan must: (1) provide for orderly preparation for and response to flood conditions to protect against the loss of life and property; (2) be a guide to State and local flood control policy; and (3) contribute to water development where possible. Provides that the Department shall adopt guidance principles for the State flood plan that reflect the public interest of the entire State. Requires the Department to: (1) designate flood planning regions corresponding to each river basin; (2) provide technical and financial assistance to the flood planning groups; and (3) adopt guidance principles for the regional flood plans, including procedures for amending adopted plans. Requires the Department to prepare and adopt a plan describing the repair and maintenance needs of flood control dams and prepare and adopt a new plan before the end of the 10th year following the adoption of a plan. Creates the State Flood Plan Implementation Advisory Committee to review the overall operation, function, and structure of the State flood plan and rules adopted by the Department to implement the State flood plan.

Status: Placed on Senate Calendar 3rd Reading on 4/2/2025

Water Resources Management

[HB2955](#) – **EPA-PFAS WASTEWATER** (Rep. Rashid/Sen. Villivalam)

Description: Creates the PFAS Wastewater Citizen Protection Act. Creates the PFAS Wastewater Citizen Protection Committee for specific purposes. Provides that the Committee shall submit a PFAS Action Plan to the Governor's Office, the General Assembly, and the Environmental Protection Agency no later than one year after the effective date of the Act. Provides that the Committee shall continue to periodically meet and shall annually update the PFAS Action Plan and submit annual reports with certain requirements. Provides for membership of the Committee. Provides that the Prairie Research Institute's Illinois Sustainable Technology Center shall provide technical assistance to the Committee. Makes findings and declares policy. Defines terms. Provides that the Act is repealed on December 31, 2044. Effective immediately. HA1 defines "wasterwater agencies" and adds one representative of a public utility that provides water and wastewater services in the state to PFAS Wastewater Citizen Protection Committee.

Status: Referred to Senate Assignments on 4/10/2025

[SB2401](#) – **WETLANDS PROTECTION ACT** (Sen. Ellman)

Description: Creates the Wetlands Protection Act. Provides that no person may discharge dredged or fill material into a State jurisdictional wetland except with a permit issued by the Department of Natural Resources. Exempts certain activities from the requirements of the Act. Sets forth procedures for individual permit applications and other related procedural requirements. Provides that the Department shall not issue an individual permit unless the Environmental Protection Agency certifies to the Department that there will not be a violation of State water quality standards. Provides that the Department may issue an after-the-fact permit in certain emergency circumstances. Sets forth financial assurance requirements. Authorizes the Department to adopt general permits under the Act. Provides that any person who intends to conduct a regulated activity may do so in accordance with a general permit issued by the Department, which pre-authorizes a category of activities with minimal adverse effects. Provides procedures and requirements regarding preconstruction notifications. Provides that certain entities may establish and operate a mitigation bank or in lieu fee program. Describes procedures and requirements for mitigation banks. Grants the Department rulemaking powers. Provides that the Department shall prepare certain reports and studies. Provides for the review of final decisions of the Department. Provides for investigations by the Department and enforcement by a State's Attorney or the Attorney General. Provides for a civil penalty not to exceed \$10,000 per day of violation, with interest after judgment, and with certain costs, fees, and expenses, payable to the Wetlands

Protection Fund. Provides that any person may file a complaint with the Illinois Pollution Control Board concerning a violation of the Act, a rule adopted under the Act, a condition of a permit issued under the Act, or an order of the Pollution Control Board issued under the Act. Provides for county and special district stormwater program authorities to control or regulate activities in any wetlands within their jurisdiction. Establishes the Wetlands Protection Fund. Provides that a permit review fee for all permit applications is to be set by the Department by rule. Makes corresponding changes to the State Finance Act. Makes findings. Defines terms. Effective immediately.

Status: Placed on Senate Calendar 2nd Reading on 3/20/2025