Chicago Metropolitan
Agency for Planning

433 West Van Buren Street
Suite 450
Chicago, IL 60607

312-454-0400
cmap.illinois.gov

CMAP BOARD

AGENDA - FINAL

Wednesday, November 12, 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 November 10 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/82410801918?pwd=LBh63IWlDzQ4linAzh4g2hlxfXbpCK.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.

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1.0 Call to Order and Introductions

2.0 Agenda Changes and Announcements

2.01 Executive director's report **25-315**

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

ACTION REQUESTED: Information

Attachments: Memo - Executive director report

CONSENT AGENDA (Agenda Items 3.01 through 5.02)

3.0 Approval of Minutes

3.01 CMAP Board and MPO Policy Committee joint meeting minutes from October 8, 2025 **25-314**

PURPOSE & ACTION: Review and approval of meeting minutes.

ACTION REQUESTED: Approval

Attachments: CMAP Board and MPO joint meeting minutes 10.8.25

4.0 Procurements and Contract Approvals

4.01 Authorization to renew the agency's enrollment in Esri's Advantage Program for 12 months at a cost of $113,900 **25-324**

PURPOSE & ACTION: CMAP will procure this subscription directly from Esri using the State of Illinois Joint Purchase Master Contract for Esri GIS Software and Maintenance, Contract Number CMT4185526. The total cost is $113,900 for the 12-month period of December 10, 2025, through December 9th, 2026.

ACTION REQUESTED: Approval

Attachments: Memo - IGA justification - Esri

5.0 Other Items for Approval

5.01 Consideration of the CMAP Board meeting schedule for calendar year 2026 **25-316**

PURPOSE & ACTION: The CMAP Board meets monthly, typically on the second Wednesday of the month. The proposed schedule for the 2026 calendar year is attached for the Board's consideration and action.

ACTION REQUESTED: Approval

Attachments: Memo - 2026 CMAP Board Meeting Schedule

5.02 Consideration of CMAP committees for calendar year 2026 **25-317**

PURPOSE & ACTION: Annually, the Board approves the committee structure it will use for the following year.

ACTION REQUESTED: Approval

Attachments: Memo - 2026 CMAP Committees

REGULAR AGENDA

6.0 Other Items for Approval

6.01 Authorization to establish a Revolving Line of Credit (LOC) with a financial institution and adopt the policy for LOC utilization **25-328**

PURPOSE & ACTION: Bids from financial institutions for establishing a Revolving Line of Credit (LOC) and a policy for LOC utilization are presented to the Board for consideration and approval.

ACTION REQUESTED: Approval

Attachments: Memo - Revolving LOC and utilization policy
Attachment 1 - BMO LOC Proposal
Attachment 2 - CMAP LOC Policy

6.02 Consideration of updated CMAP procurement policy **25-326**

PURPOSE & ACION: Approval and adoption of the updated procurement policy to provide compliance and mitigate agency risk by strengthening internal controls and maintain eligibility for CMAP funding.

ACTION REQUESTED: Approval

Attachments: Memo - Procurement policy update justification
Updated CMAP Procurement Policy

7.0 Information Items

7.01 Update on The Century Plan **25-325**

PURPOSE & ACTION: The Board will receive an update on recent developments of The Century Plan and a preview of the next steps planned for 2026.

ACTION REQUESTED: Information

Attachments: Memo - Update on the Century Plan

7.02 Update on the Comprehensive Climate Action Plan for Greater Chicago **25-338**

PURPOSE & ACTION: The project team will update the CMAP Board on the development of the Comprehensive Climate Action Plan (CAP) for Greater Chicago, funded by the U.S. Environmental Protection Agency's Climate Pollution Reduction Grant.

ACTION REQUESTED: Information

Attachments: Memo - Update on the Comprehensive Climate Action Plan

7.03 Legislative update 25-327

PURPOSE & ACTION: The intergovernmental affairs team will provide an update on recent federal and state legislative activities.

ACTION REQUESTED: Information

Attachments: Memo - Legislative update

8.0 Other Business

9.0 Public Comment

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

10.0 Next Meeting

The next meeting is scheduled for January 14, 2026.

11.0 Adjournment

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MEMORANDUM

To:	CMAP Board
From:	Erin Aleman, Executive Director
Date:	November 2025
Subject:	Executive Director's report
Action Requested:	Information

Dear Board Members,

This report provides an update ahead of our November 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,

Erin Aleman

The Century Plan

At your November meeting, we will provide a recap of the November 4th State of the Region event. Nearly 1,000 people, including state officials, mayors, and county board chairs, along with transportation, business, and civic stakeholders, are expected to attend the event to kick off The Century Plan and celebrate CMAP's 20th anniversary.

Starting in January 2026, we will ramp up our engagement activities around The Century Plan. Over the next two years, CMAP will engage with government, business, and civic groups, along with residents and communities. There will be opportunities to participate in meetings and events to discuss what the region needs to thrive decades into the future. We will provide an overview at your upcoming meeting and welcome feedback and discussion.

The Century Plan adoption by the CMAP Board and the MPO Policy Committee is targeted for fall 2027.

Visit The Century Plan website to learn more and stay connected.

Transit reform legislation

In the early morning hours of October 31st and the final hours of the veto session, the Illinois General Assembly approved landmark legislation to strengthen and sustain northeastern Illinois' transit system.

Informed by the Plan of Action for Regional Transit (PART), the legislation advances a modern, integrated, and financially stable transit network, with a goal of ultimately providing better service and access for communities across the region. CMAP, in partnership with you — our Board — MPO members, transportation partners, advocates, and state leaders, developed PART at the request of the General Assembly in 2023.

While there is still important work ahead, this moment shows what can be accomplished when we ground our decisions in data and work together toward a common purpose.

New eTIP website to enhance project management and transparency

CMAP launched a new, modernized eTIP website providing partners and the public with improved access to information about federally funded transportation projects across northeastern Illinois. The new public site offers regional insight into project funding, schedules, and locations, featuring enhanced mapping and interactivity that allow users to customize results by project type, funding type, and funding year(s). A new "Projects by County" tool also enables residents to easily explore projects in their own communities. On the secure side of the platform, system improvements give CMAP staff and external users greater ability to filter and sort through more than 2,000 project records, generating customizable reports that include project summaries, financial details, milestone tracking, and geospatial data integrated with Esri ArcGIS.

Together, these enhancements will greatly strengthen CMAP's ability to manage and monitor programmed projects, while improving transparency and understanding of how federal transportation investments advance regional priorities.

Regional freight assessment begins with first report: *The Freight Landscape*

CMAP has initiated a comprehensive, four-part assessment of northeastern Illinois' freight system, which encompasses the region's extensive network of trucks, trains, ships, planes, and delivery vehicles. The first installment, *The Freight Landscape*, introduces "goods movement" as a critical regional issue — one that influences economic growth, environmental quality, and roadway performance. The report provides an overview of freight activity and key data points, including that nearly 700 million tons of goods valued at more than $1 trillion moved to, from, or within the region in 2023, supporting more than 210,000 jobs across 14,000 establishments. This foundational analysis will inform subsequent reports examining system performance, infrastructure, and policy strategies, with the next report expected in early 2026.

Update on the 2026 Regional Transportation Plan

CMAP is inviting individuals from across northeastern Illinois to share their transportation stories as part of the 2026 Regional Transportation Plan (RTP). To help tell our region's transportation story, CMAP is seeking volunteers who reflect the rich diversity of our region — people who walk, drive, bike, take transit, use accessibility features, or move goods — to participate in short interviews and creative photo and video sessions. These stories will help bring the RTP to life by showcasing the real people who make our transportation system work every day. Participants' voices and images may appear in CMAP materials, including the final plan and across digital and social media platforms.

Please share this opportunity widely with your communities, neighbors, and networks by inviting interested individuals to complete the participation form.

New bike and pedestrian bridge opens in Streamwood

I recently joined community members and local leaders to celebrate the opening and dedication of a new bike and pedestrian bridge over Illinois Route 59 in Streamwood. CMAP is proud to help support the Bartlett & Streamwood Bicycle and Pedestrian Plan to create a safe, seamless connection across a four-lane roadway, giving residents more options to walk, bike, and access key destinations on both sides of the corridor.

CMAP worked with local partners to allocate more than $7.5 million in federal Surface Transportation and Transportation Alternatives program funds, along with $2 million from IDOT's Illinois Transportation Enhancement Program.

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CMAP BOARD AND MPO POLICY COMMITTEE

MEETING MINUTES - DRAFT

Wednesday, October 8, 2025

9:00 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 October 7 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/82410801918?pwd=LBh63IWlDzQ4linAzh4g2hlxfXbpCK.1

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1.0 Call to Order and Introductions

CMAP Board

Chair Bennett called the meeting to order at 9:06 a.m.

Present: Gerald Bennett, Matthew Brolley, Jada Curry, Paul Hoefert, Nina Idemudia, John Noak, Richard Reinbold, Joanna Ruiz, Carolyn Schofield, Anne Sheahan, Matthew Walsh and Jung Yoon

Absent: Frank Beal, Gary Grasso and Nancy Rotering

Non-Voting: Kouros Mohammadian and Leanne Redden

Noting a physical quorum of the Board, Erin Aleman reported a request was received from Kouros Mohammadian to attend the meeting virtually in compliance with the Open Meets Act. A vote is needed to approve his virtual attendance.

A motion was made by Member John Noak, seconded by Member Anne Sheahan, to permit Member Kouros Mohammadian to participate in the meeting in accordance with Open Meetings Act requirements. The motion carried by the following vote:

Aye: Gerald Bennett, Matthew Brolley, Paul Hoefert, Nina Idemudia, John Noak, Richard Reinbold, Joanna Ruiz, Anne Sheahan and Jung Yoon

Absent: Frank Beal, Jada Curry, Gary Grasso, Nancy Rotering, Carolyn Schofield and Matthew Walsh

Non-Voting: Kouros Mohammadian and Leanne Redden

MPO Policy Committee

Chair Biagi called the meeting of the MPO Policy Committee to order at 9:08 a.m.

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

Absent: Will Co Representative

Non-Voting: Class I Railroads Representative

Absent (NV): FHWA Representative, FTA Representative

Secretary Gia Biagi served as IDOT Representative, Craig Turner served as CDOT Representative, John Noak served as CMAP Representative 1, Matt Brolley served as CMAP Representative 2, Molly Poppe served as CTA Representative, Jennifer Sis Killen served as Cook Co Representative, Jeff Schielke served as CoM Representative, Steve Travia served as DuPage Co Representative, Cassaundra Rouse served as Tollway Representative, Tom Rickert served as Kane Co Representative, Scott Gengler served as Kendall Co Representative, Kevin Carrier served as Lake Co Representative, Peter Austin served as McHenry Co Representative, Jim Derwinski served as Metra Representative, Erik Llewellyn served as Pace Representative, Leanne Redden served as RTA Representative, and Thomas Evenson served as Class I Railroads Representative

Noting a physical quorum of the MPO Policy Committee, Erin Aleman reported a request was received from Pace Representative Erik Llewellyn to attend the meeting virtually in compliance with the Open Meets Act. A vote is needed to approve his virtual attendance.

A motion was made by Member John Noak, seconded by Member Jennifer Sis Killen, to permit Member Erik Llewellyn to participate in the meeting in accordance with Open Meetings Act requirements. 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, Tollway Representative, Kane Co Representative, Kendall Co Representative, Lake Co Representative, McHenry Co Representative, Metra Representative, RTA Representative
Non-Voting: Class I Railroads Representative
Not Present: Will Co Representative
Absent (NV): FHWA Representative, FTA Representative

Staff present: Laurent Ahiablame, Bill Barnes, Alex Beata, Vas Boykovskyy, Michael Brown, Teri Dixon, Austen Edwards, Elizabeth Ginsberg, Jane Grover, Kasia Hart, Maren Lutterbach, Tony Manno, Stephane Phifer, Julie Reschke, Kyle Schulz, Elizabeth Scott, Jennie Vana, Blanca Vela-Schneider, Claire Williams

Others present: Garland Armstrong, Marielle Brown, Eric Czarnota, Rithvika Dara, Dawn Dina, Jackie Forbes, Dan Forbush, Brandon Geber, Gary Grasso, Danielle Hamer, Laura Hatt, Craig Heither, Jennifer Henry, Aubrey Hills, Neil James, George Kandathil, Mike Klemens, Gretchen Klock, David Kovarik, David Kralik, Heidi Lichtenberger, Kevin O'Malley, Mary Nicol, Matt Pasquini, George Perkins, Suzette Quintell, Leslie Raver, Karyn Robles, Joanne Rooney, Alexandra Rosander, Pramiti Singh, Joe Surdam, Megan Swanson, Steve Travia, Kayla Walsh

(CMAP Board Member Matt Walsh arrived at 9:09 a.m.)

2.0 Agenda Changes and Announcements

There were no changes to the agenda.

2.01 Executive director's report — 25-302

Attachments: Memo - Executive director report

Erin Aleman, Executive Director, reiterated the welcome to Acting Commissioner Turner, who introduced himself to the Board and MPO Policy Committee.

(CMAP Board Member Jada Curry arrived at 9:11 a.m.)

Executive Director Aleman provided an update on recent CMAP activities, including meetings with state and local leaders regarding transit legislation and the PART (Plan of Action for Regional Transit) report. She noted that the Regional Transit Authority (RTA) has revised its projected 2026 fiscal cliff from approximately $770 million to $200 million, reflecting stronger sales tax revenue, planned fare increases, and the use of reserve funds.

RTA Executive Director Leanne Redden distributed a two-page summary outlining the updated fiscal projections, noting that while the 2026 gap has narrowed, a deficit of about $200 million remains, rising again to nearly $800 million in 2027. Additional information is available on the RTA website, and RTA staff are available to discuss the details further with members.

Executive Director Aleman announced that CMAP will soon release an updated PART policy report, offering revised cost and revenue projections to illustrate the region's transit fiscal outlook under multiple scenarios. CMAP's objective is to inform policymakers of the trade-offs associated with unsustainable transit funding. An op-ed on this topic will be published in *Crain's Chicago Business*.

Regarding the ongoing federal government shutdown, the Executive Director reported limited immediate impacts on transportation due to the current five-year capital bill (expiring October 2026) but noted potential project processing delays. She also met with members of Illinois' congressional delegation over the summer to discuss federal transportation priorities, with shared interest in maintaining and protecting existing infrastructure amid growing needs and inflationary pressures.

Executive Director Aleman noted that CMAP's Community Data Snapshots have been updated and are available for local engagement.

Last week, the Executive Director joined Governor Pritzker and Secretary Biagi for the announcement of the MYP (Multi Year Program). Secretary Biagi highlighted that the $50 billion, six-year MYP surpasses those of Texas and California. The program includes $400 million dedicated to 230 local grants out of $5 billion in total requests, underscoring the region's significant infrastructure needs. Secretary Biagi thanked CMAP and partners for their continued collaboration to advance regional transportation priorities.

The executive director's report was received and filed.

3.0 Approval of Minutes

3.01 MPO Policy Committee meeting minutes from June 12, 2025 — 25-303

Attachments: MPO Policy Committee 06.12.2025 Minutes

MPO Policy Committee
A motion was made by Lake Co Representative Kevin Carrier, seconded by Cook Co Representative Jennifer Sis Killen, to approve the June 12, 2025 MPO Policy Committee meeting minutes. 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, Tollway Representative, Kane Co Representative, Kendall Co Representative, Lake Co Representative, McHenry Co Representative, Metra Representative, Pace Representative, RTA Representative
Non-Voting: Class I Railroads Representative
Not Present: Will Co Representative
Absent (NV): FHWA Representative, FTA Representative

CONSENT AGENDA

3.02 CMAP Board minutes from September 10, 2025 — 25-304

Attachments: CMAP Board 09.10.25 Minutes

CMAP Board
A motion was made by Member John Noak, seconded by Member Anne Sheehan, to approve the September 10, 2025 CMAP Board meeting minutes. Motion carried by the following vote:

Aye: Gerald Bennett, Matthew Brolley, Jada Curry, Paul Hoefert, Nina Idemudia, John Noak, Richard Reinbold, Joanna Ruiz, Anne Sheahan, Matthew Walsh and Jung Yoon

Absent: Frank Beal, Gary Grasso, Nancy Rotering and Carolyn Schofield

Non-Voting: Kouros Mohammadian and Leanne Redden

REGULAR AGENDA

4.0 Other Items for Approval

4.01 Approval of the MPO Policy Committee meeting schedule for 2026 — 25-305

Attachments: Memo - MPO Policy Committee 2026 meeting dates

MPO Policy Committee
A motion was made by Illinois Tollway Representative Cassaundra Rouse, seconded by Metra Representative Jim Derwinski, to approve the MPO Policy Committee meeting schedule for 2026. 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, Tollway Representative, Kane Co Representative, Kendall Co Representative, Lake Co Representative, McHenry Co Representative, Metra Representative, Pace Representative, RTA Representative
Non-Voting: Class I Railroads Representative
Not Present: Will Co Representative
Absent (NV): FHWA Representative, FTA Representative

4.02 Election of MPO Policy Committee Vice-Chair — 25-306

Attachments: Memo - Nomination of Vice-Chair

Aimee Lee, Deputy of Research, Analysis, and Programming, reported that the MPO Policy Nominating Committee is recommending the reelection of Cassaundra Rouse to serve as the Vice-Chair of the MPO Policy Committee for calendar year 2026.

MPO Policy Committee
A motion was made by CMAP Representative 1 John Noak, seconded by RTA Representative Leanne Redden, to reelect Tollway Representative Cassaundra Rouse as Vice Chair of the MPO Policy Committee for calendar year 2026. 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, Tollway Representative, Kane Co Representative, Kendall Co Representative, Lake Co Representative, McHenry Co Representative, Metra Representative, Pace Representative, RTA Representative
Non-Voting: Class I Railroads Representative
Not Present: Will Co Representative
Absent (NV): FHWA Representative, FTA Representative

5.0 CMAP Announcements

5.01 CMAP Board report — 25-307

Leanne Redden, RTA Representative, reported that the CMAP Board did not meet in July or August. At their September 10, 2025 meeting, the Board approved an amendment to the FY26 budget reflecting an additional $1.2 million in IDOT revenue for the Unified Work Program, $2 million in revenue from the Illinois General Assembly's FY26 budget appropriation, funded through the Illinois Department of Public Health (IDPH) and $300,000 in revenue from Schreiber Philanthropy, as well as corresponding expense adjustments to reflect $2.3 million in consultant support (professional services) to complete the work for the Regional Planning Act and Schreiber Philanthropy grants. The CMAP Board also received an update on the development of the Century Plan.

The CMAP Board report was presented.

5.02 Council of Mayors' Executive Committee report — 25-308

Jeff Schielke, CoM Representative, reported the Council of Mayors' Executive Committee met on September 16, 2025. The committee welcomed new members, the mayors of Rolling Meadows, Kenilworth, Glencoe, and Hoffman Estates. The focus of the meeting was E-commerce trends and the regional freight landscape, larger trends affecting freight, how goods move through the region, and implications for municipalities. The freight sector is significant for northeastern Illinois, as it accounts for over 200,000 jobs and $36.5 billion in regional gross domestic product (GDP) and affects all the municipalities that freight moves through. As part of its freight assessment, CMAP is working to develop a model ordinance for municipalities that will address truck weights and routing, which will be shared when ready.

The Council of Mayors' Executive Committee report was presented.

6.0 Information Items

6.01 Regional Transportation Plan (RTP) update — 25-309

Attachments: Regional Transportation Plan (RTP) update

Ryan Thompto, Principal Policy Analyst; Julie Reschke, Senior Policy Analyst; and Elizabeth Ginsberg, Senior Policy Analyst provided an update on the development of the Regional Transportation Plan (RTP), which builds on the ON TO 2050 Plan.

The RTP focuses on three guiding questions: the desired future transportation system, the challenges and opportunities to achieve it, and the strategies to get there. The plan will be fiscally constrained and presented for adoption at the joint CMAP Board and MPO Policy Committee meeting in 2026.

A central principle of the plan is prioritized investment, using data, analysis, and public input to guide limited resources toward projects with the greatest impact through a transparent, performance-based approach.

(CMAP Board Member Carolyn Schofield arrived at 9:30 a.m.)

Julie Reschke summarized recent outreach across all seven counties, which engaged approximately

36,000 residents through community events, digital channels, and targeted efforts, generating more than 1,500 questionnaire responses. Key themes included concerns about vehicle speeding, congestion, and transit access; strong support for transit, walking, and biking infrastructure; and interest in investments that promote safety, economic vitality, environmental protection, and climate resilience. This input will inform ongoing strategy development.

Elizabeth Ginsberg outlined the RTP's financial plan, which assesses the revenues and expenditures required to operate, maintain, and expand the transportation system. She emphasized that the plan serves as a **policy framework**, not a budget, guiding investment priorities within fiscal realities. Baseline revenue sources include:

- **Federal:** formula and competitive programs;
- **State:** capital funds and dedicated fees such as the motor fuel tax and vehicle registration;
- **Local:** RTA sales tax and other transportation-dedicated local revenues; and
- **System-generated:** transit fares and tolls.

Federal revenues are projected to decline due to changing reauthorization assumptions, while state and local revenues remain stable. State policy actions, such as *Rebuild Illinois* (2019) and the *Leveling the Playing Field for Illinois Retail Act* (2021), have bolstered revenue streams but face long-term challenges as vehicle efficiency rises and the sales tax base remains narrow.
Ginsberg noted that reduced transit ridership continues to impact fiscal health and may not return to pre-pandemic levels, prompting the need to rethink funding models.

CMAP and regional partners have advanced several policy initiatives to strengthen future revenues, including the *Modernizing Illinois' Sales Tax* report and an upcoming white paper on implementing a road usage charge. Five reasonably expected revenue sources are being analyzed:

1. Sales tax modernization (expanding to consumer services),
2. A regional revenue source (e.g., rideshare tax or vehicle surcharge),
3. Freight delivery fee,
4. Tolling added during major highway reconstructions, and
5. Transitioning from the motor fuel tax to a road usage charge.

CMAP forecasts a $524 billion fiscal constraint over the 24-year plan horizon, comparable to *ON TO 2050*, with reasonably expected revenues comprising 13% of the total, up from 7% previously.

Expenditures are grouped into four categories: operating and maintaining the system, improving performance, enhancing transit service, and adding capacity through regional capital projects. Rising construction costs, aging infrastructure, and disinvestment in some communities continue to drive funding needs.

Additionally, Ryan Thompto presented a summary of the Draft Regional Capital Projects Benefits Report, which evaluates 137 major transportation investments totaling more than $80 billion through 2050. The projects encompass highway reconstruction, arterial upgrades, freight improvements, transit expansions, multimodal corridors, and investments that enhance safety, resilience, and reliability.

Of the 137 projects, 23 have committed funding and will be included in the fiscally constrained plan. The remaining 114 projects were assessed using regional performance measures focused on accessibility, reliability, safety, economic competitiveness, and system preservation.

The draft report, available online, remains under review as CMAP continues to refine project cost, benefit, and performance data in coordination with implementation partners.

The draft fiscal constraint indicates that, even with the inclusion of new and innovative revenue sources - such as mileage-based user fees, expanded tolling, and freight fees - the region still faces a significant funding shortfall to preserve, modernize, and enhance its transportation system. This gap underscores one of northeastern Illinois' greatest challenges: maintaining and upgrading its aging infrastructure to meet future mobility needs will require sustained investment and regional collaboration.

CMAP will refine financial assumptions, update revenue and expenditure forecasts, and conduct a risk assessment to test sensitivity to inflation, economic conditions, and implementation timing. Staff will also meet with project sponsors to review evaluations, confirm assumptions, and identify priorities. The final RCP Benefits Report and prioritized project list will be presented to the Board and MPO Policy Committee in early 2026.

In response to questions from Board members, Thompto confirmed that priority programs will be reflected in the final plan in coordination with implementing partners and informed through collaborative discussions with the Transportation Committee, MPO Policy Committee, and CMAP Board.

The Regional Transportation Plan update was presented.

7.0 Other Business

Secretary Biagi thanked McHenry Co Representative Peter Austin, who will be retiring at the end of the year, for his service.

There was no other business before the CMAP Board or MPO Policy Committee.

8.0 Public Comment

This is an opportunity for comments from members of the audience.
Garland Armstrong, former Illinois resident, encouraged the Board and MPO Policy Committee to connect with different communities on ADA policies so that the policies match the needs of the people they address. He furthermore asked about refunds from recycling efforts.

9.0 Next Meeting

The CMAP Board is scheduled to meet on Wednesday, November 12, 2025.

The MPO Policy Committee is scheduled to meet on Thursday, January 8, 2026.

10.0 Adjournment

CMAP Board
A motion was made by John Noak, seconded by Richard Reinbold, to adjourn the meeting. The motion carried by the following vote:

Aye: Gerald Bennett, Matthew Brolley, Jada Curry, Paul Hoefert, Nina Idemudia, John Noak, Richard Reinbold, Joanna Ruiz, Carolyn Schofield, Anne Sheahan, Matthew Walsh and Jung Yoon
Absent: Frank Beal, Gary Grasso and Nancy Rotering

Non-Voting: Kouros Mohammadian and Leanne Redden

The CMAP Board was adjourned at 10:01 a.m.

MPO Policy Committee
A motion was made by Metra Representative Jim Derwinski, seconded by Lake Co Representative Kevin Carrier, to adjourn the MPO Policy Committee meeting. 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, Tollway Representative, Kane Co Representative, Kendall Co Representative, Lake Co Representative, McHenry Co Representative, Metra Representative, Pace Representative, RTA Representative
Non-Voting: Class I Railroads Representative
Not Present: Will Co Representative
Absent (NV): FHWA Representative, FTA Representative

The MPO Policy Committee was adjourned at 10:02 a.m.

Immediately following the adjournment of the meeting, the CMAP Board and MPO Policy Committee entered into a workshop about future scenario planning in the context of the Century Plan project.

Minutes prepared by Maren Lutterbach.

Chicago Metropolitan Agency for Planning

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MEMORANDUM

To: CMAP Board

From: Claire Williams, Deputy Executive Director

Date: November 12th, 2025

Subject: Authorization to renew the agency's enrollment in Esri's Advantage Program for 12 months at a cost of $113,900

Action Requested: Approval

Purpose
CMAP is seeking approval to subscribe to Esri's Advantage Program for a 12-month period at a cost of $113,900. The subscription will allow the agency to take advantage of advanced tools and services of the Arc GIS geospatial analysis software which CMAP uses for land use analysis and planning.

Background
CMAP uses Esri's ArcGIS software to visualize, analyze, and interpret spatial data. This industry-leading GIS platform provides powerful tools for spatial analysis that integrate with other enterprise systems. The platform is scalable and cloud-ready. The visualization tools (dashboards, story maps, custom web apps) help communicate complex spatial data clearly to stakeholders and decision-makers. In addition to Esri's extensive online and in-person training and support, the platform is also supported by a strong community of users.

Services provided through Esri's Advantage Program
- One-day annual planning session to collaboratively develop a GIS work plan
- 100 hours with an Esri advisor
- 100 Learning and Service Credits for technical advisory, consulting, training, and support services
- Access to exclusive quarterly technology webcasts from Esri product developers

CMAP use cases for Esri's Advantage Program
- Technical workshop with IT and GIS staff to design an ArcGIS Enterprise deployment using best practices in system architecture and produce an architecture review report
- Instructor-led training courses (online or on-site)
    - Introduction to GIS with ArcGIS
    - Building Web Apps with ArcGIS Experience Builder

    - Implementing Versioned Workflows in a Multiuser Geodatabase
    - Imagery Analysis with ArcGIS Pro
- Assist in developing an agency-wide geospatial strategy
- Regular meetings with the Esri advisor to guide the GIS Specialist

Procurement process

CMAP will procure this subscription directly from Esri using the State of Illinois Joint Purchase Master Contract for Esri GIS Software and Maintenance, Contract Number CMT4185526. The total cost is $113,900 for the 12-month period of December 10, 2025, through December 9th, 2026. This procurement will be a part of FY25 and FY26.

Chicago Metropolitan Agency for Planning

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MEMORANDUM

To: CMAP Board

From: Erin Aleman, CMAP Executive Director

Date: October 29, 2025

Subject: 2026 CMAP Board Meeting Schedule

Action Requested: Approval

The Board approves the annual meeting schedule. Traditionally, the Board meets at 9:30 a.m. on the second Wednesday of the month.

Recommendation

The proposed 2026 schedule is recommended for Board approval:

- January 14
- February 11
- March 11
- April 8
- May 13
- June 10
- July 8 – (only if necessary)
- August 12 – (only if necessary)
- September 9
- October 14 - annual joint meeting with the MPO Policy Committee
- November 11
- December 9 – (only if necessary)

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MEMORANDUM

To: CMAP Board

From: Executive Office

Date: October 29, 2025

Re: Approval of Committees for 2026

Action Requested: Approval

The Board annually approves the committee structure for the following year in accordance with its authority under the CMAP Bylaws, Article 3(17)(D).

Recommendation
It is recommended the Board reaffirm the following committees for 2026:

- Executive Committee
- Coordinating Committee
- Climate Committee
- Regional Economy Committee
- Transportation Committee
- STP Project Selection Committee
- CMAQ and TAP Project Selection Committee
- Council of Mayors Executive Committee
- Citizen’s Advisory Committee
- Unified Work Program

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MEMORANDUM

To: CMAP Executive Committee

From: Vas Boykovskyy, Deputy of Finance

Date: November 12, 2025

Subject: Authorization to establish a Revolving Line of Credit (LOC) with a financial institution and adopt the policy for LOC utilization

Action Requested: Approval

Background

The Chicago Metropolitan Agency for Planning ("CMAP") is funded through federal, state, local, and philanthropic sources, in accordance with the Regional Planning Act. 70 ILCS 1707/62. In recent years, the agency has experienced a significant delay in the receipt of reimbursements requests due to the lengthy federal and state budget approval process. These delays have placed considerable financial strain on CMAP's day-to-day operations, challenging the agency's ability to maintain consistent service delivery and satisfactory vendor relationships.

CMAP received competitive bids from Wintrust Bank N.A. and BMO Bank N.A. to gain access to short-term borrowing of funds on an as-needed basis. The following factors have impacted CMAP's decision to proceed with the offer presented by BMO Bank. N.A.:

1. Existing banking relationship.
2. Cost savings on transitioning banking activities, primarily due to the dedicated efforts and resource commitment of the finance team.
3. $5M LOC compared to $3M offered by Wintrust Bank N.A.

CMAP's counsel has developed a LOC policy to establish a framework for short-term borrowing to support operational needs. The policy emphasizes prompt repayment to minimize interest costs and ensure responsible fiscal management of borrowed funds.

Attachments

Attachment 1: BMO Bank N.A. LOC Proposal
Attachment 2: CMAP LOC Policy

Up to $5,000,000 in the form of a Revolving Line of Credit

PROVIDED BY

RON REDD
DIRECTOR, INSTITUTIONAL MARKETS
BMO Bank N.A.

FOR THE BENEFIT OF

Chicago Metropolitan Agency for Planning

May 27, 2025

BMO | Commercial Bank

Institutional Markets
320 South Canal St., 16th Floor
Chicago, IL 60606

May 27, 2025

Delivery via Email

Vas Boykovskyy
Deputy of Finance
Chicago Metropolitan Agency for Planning
(312) 386-8623
vboykovskyy@cmap.illinois.gov

RE: Chicago Metropolitan Agency for Planning – Line of Credit Proposal

Dear Vas,

Thank you for the opportunity to respond to the proposal request for Chicago Metropolitan Agency for Planning ("CMAP") to potentially deepen our valued existing relationship. BMO has supported CMAP's banking needs for over a decade and we welcome the opportunity to maintain and grow our relationship.

Per your request, enclosed please find a term sheet that provides a financing proposal for a $5,000,000 Revolver with flexibility to meet your needs.

BMO is strong, stable, and secure and we have the expertise to confidently meet the objectives of the Chicago Metropolitan Agency for Planning. We are a top 5 Commercial Lender in North America and a Top 10 U.S. Bank with a geographical presence in 32 states. Given our existing relationship and understanding of CMAP's business, we will be able to move quickly to close.

After reviewing the attached proposal, if there are any questions, please do not hesitate to contact me at (312) 953-2140. Thank you very much for your partnership! We appreciate your business and look forward to hearing from you.

Sincerely,

Ron Redd

Ron Redd
Director

Summary of Terms and Conditions
MAY 27, 2025

Borrower:	Chicago Metropolitan Agency for Planning (the *"Borrower" or "CMAP"*)
Lender:	BMO Bank N.A. (the "*Lender")*
Facility:	Up to $5,000,000 will be available under a senior secured revolving credit facility (the "*Facility*" or *"Revolver"*) on the terms and conditions set forth herein.
Purpose:	Proceeds under the Facility will be used to finance working capital.
Maturity:	One year from the closing date of the Facility.
Repayment:	Principal due in full at maturity; interest due monthly.
Security:	The Revolver will be secured by a first-priority security interest in accounts receivable of the Borrower.
Interest and Fees:	See Exhibit A
Conditions Precedent:	Basic Representations and Warranties to ongoing draws.
Representations & Warranties:	Usual representations and warranties for like situated borrowers, including, without limitation, absence of material adverse change, absence of material litigation, absence of default or potential default.
Initial Conditions Precedent:	Usual and customary conditions precedent to the initial extensions of credit for facilities of this type, including but not limited to: (i) Satisfactory completion of due diligence with respect to the Borrower acceptable to the Lender. (ii) All legal, tax, and regulatory matters relating to the Facility and any transactions financed with the proceeds thereof shall be satisfactory to the Lender. (iii) The negotiation of credit and security documents satisfactory to the Lender. Receipt of other customary closing documentation, including the legal opinion of counsel to the Borrower, acceptable to the Lender. (iv) Perfection of liens on collateral. (v) No material adverse change in the business, condition (financial or otherwise), operations, performance, properties, or prospects of the Borrower from that reflected in the June 30, 2023 audited financial statements already received by the Lender have occurred.

(vi) All payment, covenant, default, and other material terms and conditions shall be acceptable to the Lender.

Financial Covenants: Minimum interest coverage ratio of 1.10x, tested annually when line is utilized. Interest coverage ratio shall be defined as (annual operating income before interest, depreciation, amortization and rental payments) divided by (interest and rental payments).

Other Covenants: Usual and customary covenants for facilities of this type including but not limited to:

- Annual clean-up provision for at least 60 consecutive days during a 12-month period.
- Usual and customary affirmative and operational covenants including without limitation maintenance of business and properties, inspection, ERISA, compliance with laws, transactions with affiliates, no changes in fiscal year, no changes in nature of business, use of proceeds, absence of contractual restrictions, waiver of sovereign immunity.
- Usual and customary restrictive covenants, including without limitation those regarding indebtedness (including capital leases) and guaranties; liens; investments and acquisitions; loans and advances; mergers and consolidations; sales of assets. Appropriate exceptions and baskets to be agreed upon by the Borrower and the Lender.

Reporting Requirements:

- Annual audited financial statements for the Borrower within 240 days of fiscal year end.
- Together with the above, an annual no-default compliance certificate signed by an authorized officer of the Borrower.
- A copy of the Borrower's operating budget for the following fiscal year no later than 90 days after the end of each fiscal year.
- Other information and reports as may be reasonably requested by the Lender.
- Notice of any change of control, material adverse change, default or event of default, or material adverse litigation or governmental proceeding.

Banking Relationship: Borrower shall maintain all operating accounts with Lender during the term of the Facility.

Events of Default:	Usual and customary for facilities of this type, including but not limited to failure to pay any interest, principal, fees or other amounts when due, default under any covenant or agreement in any loan document, any loan document is repudiated or is no longer in force and effect, inaccurate or false representations or warranties, cross default with other debt agreements, insolvency, bankruptcy, ERISA or pension defaults, and unsatisfied judgments.
Yield Protection:	Customary provisions protecting the Lender in the event of prepayment or failure to borrow (funding indemnity), unavailability of funding, capital adequacy requirements, and increased costs due to changes in law or regulation. Payments to be made free and clear of taxes (subject to customary limitations and exceptions).
Expenses:	Upon the acceptance of a commitment, all legal expenses of the Bank, plus expenses and other documentation fees incurred as a result of the preparation of the Facility documents will be reimbursed by the Borrower whether or not the Facility closes. Costs and expenses of the Lender, including without limitation their legal fees, in connection with any default or event of default or the enforcement of the loan documents to be reimbursed by the Borrower.
Indemnification:	The Lender will be indemnified against all losses, liabilities, claims, damages and expenses relating to or arising out of the loan documents, the transactions contemplated hereby or the Borrower's use of loan proceeds, including without limitation environmental problems, such indemnity to include without limitation reasonable attorneys' fees and settlement costs.
Governing Law:	State of Illinois.

May 27, 2025

This Summary of Terms and Conditions, together with any accompanying transmittal letter, should be viewed as an outline intended for discussion purposes only. It should not in any way be viewed as a commitment by BMO Bank N.A., or any other entity to extend credit to the Borrower.

EXHIBIT A: INTEREST RATE AND FEES

Interest Rate:	The Facility will be priced at the 1-Month SOFR Rate + 1.80%. SOFR Rate shall be the one-month forward-looking secured overnight funding rate as published by the CME Group Benchmark Administration Limited (or a successor administrator selected by Lender in its sole discretion) 2 business days prior to the first day of the interest period or the applicable date of calculation and defined in the documents using Lender's standard SOFR definitions.
Floor:	In no event will the SOFR Rate ever be less than 0%.
Day/Year:	Interest will be calculated on an actual/360-day basis.
Commitment Fee:	N/A.
Default Rate:	Margins and fees may be increased by 2% per annum during the existence of an event of default if so required by the Lender.
Indicative Pricing Perishability:	Rates and fees outlined herein are indicative as of May 27, 2025 and are subject to market conditions at all times until the Bank shall commit in writing otherwise. In any event, such rates and fees should not be regarded as indicative after June 10, 2025.

Chicago Metropolitan Agency for Planning

Line of Credit Policy

I. Purpose

The Chicago Metropolitan Agency for Planning ("CMAP") is funded through federal, state, local, and philanthropic sources, in accordance with the Regional Planning Act. 70 ILCS 1707/62. On occasion, funding for CMAP is delayed, which puts a financial strain on daily operating expenses. The CMAP Board has determined it is in the best interests to authorize the Executive Director to establish a line of credit, to allow CMAP to access funds on an as-needed and short-term basis to finance certain needs, all as set forth in this Policy. The purpose of this Policy is to provide a framework for CMAP to access and manage a line of credit to ensure responsible borrowing and repayment.

II. Scope

The Executive Director may, at their discretion, establish a line of credit at a financial institution. The process for selecting a lender must include comparing various financial institutions for interest rates and fees, loan terms, and flexibility.

III. Credit Limits and Terms

A. The maximum amount that may be borrowed pursuant to a line of credit at any one time may not exceed $5,000,000.

B. The line of credit may only be used for payment of: (i) payroll expenses, personnel expenses, consultant expenses and any other operational expenses necessary for daily CMAP operations, including, but not limited to, utility bills, maintenance expenses, and rent payments; and (ii) unforeseen emergencies.

C. CMAP staff must pay off the line of credit as soon as possible, to ensure that the least amount of interest is incurred on borrowed funds.

IV. Monitoring and Reporting

CMAP staff must regularly monitor the line of credit to review outstanding balances and payment activity, and must provide updated reports to the Board not less frequently than quarterly.

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MEMORANDUM

To: CMAP Board

From: Yolanda Martin, Procurement Officer

Date: October 21, 2025

Subject: Consideration of updated CMAP procurement policy

Action Requested: Approval

CMAP is proposing changes to its procurement policy to maintain compliance with current federal and state procurement regulations and reflect best practices in public sector purchasing.

Background
In 2007, the CMAP Board approved a procurement policy for the agency's purchasing and contracting activities. Since that time, the federal government and the State of Illinois have made numerous changes significantly impacting procurement standards.

The proposed updated policy reflects the legal regulatory framework that governs procurements today, minimizes risks and audit vulnerabilities that may impact CMAP's eligibility for funding. It also makes day-to-day procurement operations more efficient and consistent.

Notable changes include:

2 CFR Part 200 (Uniform Guidance)
FTA Circular 4220.1 G
Illinois Procurement Code (30 ILCS 500)

The updated policy reflects input from agency's executive leadership and aligns with guidance from U.S. Department of Transportation and the Illinois Department of Transportation. It also incorporates key principals such as transparency, fairness, fiscal accountability, and competitive integrity – necessary components critical to maintain stakeholder trust and regulatory compliance.

CMAP is also updating its process to review this policy every three years.

Recommendation

Approve updated CMAP procurement policy, replacing the existing 2007 policy effective immediately.

2025

Chicago Metropolitan Agency for Planning

CMAP Procurement Policy

Chicago Metropolitan Agency for Planning

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Table of Contents

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Article 1: Overview

Promulgation:

The procurement rules outlined herein have been promulgated and approved by the Board of the Chicago Metropolitan Agency for Planning (CMAP). These procedures govern all procurement activities undertaken by CMAP, ensuring compliance with local, state, and federal regulations. These rules are subject to periodic review and updates, with changes approved by the CMAP Board. This document shall be known and cited as the "Chicago Metropolitan Agency for Planning Procurement Policy" or "CMAP Procurement Policy".

Purpose:

The purpose of this policy is to ensure the responsible, effective, and transparent use of public funds while ensuring compliance with federal, state, and local procurement regulations. The policy is designed to uphold CMAP's mission and vision for regional planning, emphasizing fairness, accountability, and integrity in all procurement processes. This policy is intended to guide CMAP's procurement staff, contractors, subrecipients, and vendors in adhering to federal and state regulations, as well as CMAP's specific organizational requirements.

Article 2: Definitions

The foundation of CMAP's procurement framework begins with clearly defined procurement terminology and parties involved. These definitions align with federal standards found in **FAR 2.101, 2 CFR 200**, and relevant sections of the **Illinois Procurement Code (30 ILCS 500/1-15)**. The clarity provided by clearly defining roles and responsibilities reduces the risk of misclassification and strengthens accountability across all procurement actions.

1. **CMAP Board of Directors (CMAP Board**): The CMAP Board acts as oversight for procurement activities and CMAP Procurement Policy. CMAP Board approval is required for contracts exceeding the established acquisition threshold.

2. **Executive Director (ED):** Serves as Contracting Officer and has signatory authority for all agency contracts. The ED has an overall responsibility for ensuring that CMAP's procurement activities are aligned with CMAP's strategic goals and comply with applicable regulations. The ED holds the authority to approve contracts within established financial thresholds, with higher-value contracts requiring approval from the CMAP Board.

3. **Procurement Officer:** Responsible for CMAP's day-to-day procurement activities

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CMAP's day-to-day procurement activities, including facilitating solicitation activities of the agency to ensure that all contracts and procurement activities comply with applicable federal, state, and local laws. Responsible for overseeing the entire procurement process, approving procurement methods, and ensuring compliance with laws and regulations.

4. **Project Management Team (PM Team)**: Responsible for assigned projects' procurement related activities within their respective division such as creating purchase requisition (PR), preparing project's scope of work, conducting RFP/ITB conferences, obtaining quotes, evaluating proposals, and generating justification memos for vendor selection.

5. **Project Manager:** Facilitates and coordinates the activities involved in project completion. The Project Manager is the main source of contact for project related comments, questions, and concerns.

6. **Program Managers:** Oversees Project Manager**.** Approves project scope statement, D365 purchase requisitions, and signs off on all procurement requests initiating purchasing activity for planned projects. Program Managers are responsible for overseeing the procurement activity of the Project Manager on their assigned projects. They are accountable for and ensure that procurement activities align with the project's objectives and comply with this policy.

7. **Executive Sponsor**: High level member of the project team accountable for ensuring required resources are available for project and that all project initiatives are in alignment with CMAP's strategic goals and objectives.

8. **Contractor**: A contractor is an individual who provides specific services in the short term with defined criteria and milestones.

9. **Vendor:** A seller of goods or services whereby the exchange is solely transactional. "Supplier" is the preferred term when a longer-term or strategic relationship is involved.

10. **Subrecipient:** An entity that receives a subaward from a pass-through entity to carry out part of a federal award. The term subrecipient does not include a beneficiary or participant. A subrecipient may also be a recipient of other Federal awards directly from a federal agency.

11. **Formal Solicitation:** The procuring of goods or services advertised to the public with the intention of receiving bids/proposals.

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12. **Informal Solicitation:** The procuring of goods or services without public advertisement.

13. **Acquisition Threshold:** Maximum aggregate amount to procure goods or services assigned to different types of procurements.

14. **Emergency Procurement:** The purchase of goods or services to remedy immediate adverse activity to business operations. Does not require competition. Requires justification and proper documentation.

15. **Protest:** A challenge to the award or proposed award of a contract for the procurement of goods and services or a challenge to the terms of a solicitation for such a contract.

16. **Debarment:** Debarred entities are prohibited from contracting with CMAP. Any agency receiving government funding, and electing to do business with a debarred vendor, jeopardizes their eligibility for continued funding.

17. **Freedom of Information Act (FOIA):** United States federal and state law that grants the public the right to access government records, with some exceptions, and is a cornerstone of transparency and accountability.

18. **Regulatory Framework:** Rules, regulation, and processes established by internal and external governing bodies responsible for setting and enforcing obligations pertaining to government spending, including sub-award recipients.

19. **Simplified Acquisition Threshold:** The maximum dollar amount that may be spent on purchases without requiring CMAP Board approval.

20. **Decentralized Procurement:** Business units can make procurement decisions and enter vendor work relationships with the approval of the ED.

21. **Independent Cost Estimate**: Term that generally refers to the cost estimate for a pending project that reflects anticipated project costs for budgetary funding purposes, etc.

Article 3: General Provisions

This policy establishes the principles, guidelines, and procedures governing procurement activities at the Chicago Metropolitan Agency for Planning (CMAP). The authority for this policy is derived from the **Federal Acquisition Regulation (FAR), 2 CFR 200 (Uniform Guidance)**, and the **Illinois Procurement Code (30 ILCS 500).** To provide compliant,

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transparent and ethical procurement activities, CMAP will adhere to the specified laws, regulations, guidelines, and standards listed below.

1. **Illinois Procurement Code (30 ILCS 500)**
    a. Governs all public procurement activities in Illinois, with strict rules regarding competitive bidding, contract administration, and ethical standards.

2. **Illinois State Officials and Employees Ethics Act (5 ILCS 430)**
    a. Applies to improper influence or conflicts of Interest.

3. **Illinois Administrative Code (44 Ill. Adm. Code)**
    a. Concerning confidentiality, disclosure, vendor questions, and clarifications.

4. **2 CFR 200 - Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards**
    a. Applies to federal funding and establishes procurement standards to ensure that the procurement process is transparent, cost-effective, and compliant with federal grant conditions.

5. **Federal Acquisition Regulation (FAR)**
    a. Governs federal procurements and provides guidance on contract types, procurement methods, and contract administration.

6. **American Bar Association Model Procurement Code**
    a. A set of guidelines for ethical and transparent procurement practices, often referenced by state and local governments.

7. **Governmental Accounting Standards Board (GASB)**
    a. An independent, private-sector organization that establishes and improves accounting and financial reporting standards for U.S. state and local governments. These standards are known as Generally Accepted Accounting Principles (GAAP) for state and local governments. Offers guidance on financial reporting and accountability, including procurement transactions.

Article 4: Organization and Delegation of Authority

CMAP is a legislatively enabled Metropolitan Planning Organization and is funded primarily through taxpayer resources. A Metropolitan Planning Organization (MPO) is the policy board of an organization created and designated to carry out the metropolitan transportation planning process. MPOs are required to represent localities in all urbanized areas (UZAs) with populations over 50,000, as determined by the U.S. Census. Due to the

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nature of work provided by the CMAP, procurement is decentralized through a structured delegation of authority.

CMAP by-laws, article seven, grants the Executive Director the authority to enter into contractual commitments where the total of the compensation provided under such commitment does not exceed the annually adjusted Simplified Acquisition Threshold for professional and artistic services as established under the Illinois Procurement Code (30 ILCS 500/20-20).

Powers of the Executive Director

1. In addition to those powers provided by law, ordinance or resolution of the Board, the Executive Director:

   A. shall hire deputy directors and other employees as needed.

   B. shall have the authority to enter into contractual commitments where the total of the compensation provided under such commitment does not exceed the annually adjusted Simplified Acquisition Threshold for professional and artistic services as established under the Illinois Procurement Code (30 ILCS 500/20-20).

Procurements shall not be artificially divided to constitute a small purchase eligible to this provision of the Illinois Procurement Code. Contracts with a total value exceeding the simplified acquisition threshold require CMAP Board approval, while smaller procurements may be approved by the ED.

All procurement activities are conducted by the Procurement Officer or dedicated procurement staff. The PM Team, in addition to all other agency staff, is not permitted to engage with potential bidders or anyone else about project specific details during open solicitations. Such activities jeopardize the fairness of and transparency of open and fair competition practices.

Employees other than Procurement or specified staff are not authorized to negotiate agreements or the expenditure of any purchase, unless specifically approved by the appropriate Executive Sponsor. The person acting as purchasing agent will be responsible for investigating, negotiating and recommending the execution of a contract or the purchasing of supplies, general services and equipment. The assignment as purchasing agent depends on the type of procurement.

Article 5: Source Selection, Contract Formation, and Administration

CMAP utilizes a range of procurement methods depending on acquisition thresholds and funding type. As guided by **2 CFR 200.320, FAR Parts 13–16, and 30 ILCS 500/20**, procurement options include micro-purchases (under $30,000), small purchases (under $250,000), and competitive solicitations for higher-value contracts. Source selection is conducted through sealed bidding or competitive proposals depending on the nature of the contract. CMAP conducts cost and price analysis where required, maintains detailed procurement records, and ensures solicitations are posted publicly when thresholds are above $30,000. Contract formation includes negotiation by Program Manager, review by Procurement Officer, and execution by the Executive Director. Amendments, renewals, and extensions must follow CMAP's internal approval process and applicable state or federal rules, including justification documentation for material changes. Contract extensions beyond the original term must comply with **30 ILCS 500/20-60, FAR 52.217**, and must not be used to circumvent competitive bidding requirements.

Article 6: Authorization and Procedure to Provide Services to MPO Members

CMAP collaborates extensively with partner governmental agencies through shared planning initiatives, technical assistance, and program implementation. To facilitate this, CMAP enters into Intergovernmental Agreements (IGAs), Memoranda of Understanding (MOUs), and subrecipient agreements. All agreements are executed in accordance with **2 CFR 200.331**, which mandates that CMAP evaluates each relationship to determine whether the partner is a contractor or subrecipient. These agreements outline deliverables, financial terms, reporting responsibilities, and compliance requirements. IGAs and MOUs are reviewed by the Procurement Officer and must be authorized by the Executive Director or the CMAP BOD based on the contract value and strategic significance. Coordination with IDOT is required on federally funded transportation initiatives, and CMAP follows IDOT's grant procedures for procurements under its oversight.

Article 7: Surplus Property

CMAP maintains an accurate inventory of property and equipment purchased with federal or state funds, ensuring that items are tracked, used appropriately, and disposed of properly. Disposition of surplus property complies with **2 CFR 200.313(d)** for federally funded equipment, and **FAR Part 45**, when applicable. The agency follows state surplus

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property procedures for disposition, in accordance with **30 ILCS 500/50-40 to 50-45**, including transfer to other government units or public auction when permitted. All disposal actions are documented and reviewed to ensure compliance with grant closeout and audit requirements.

Article 8: Debarment and Suspension Procedures

To protect the integrity of its procurement process, CMAP verifies that all contractors and subrecipients are eligible to receive federal and state funds. This includes a mandatory check of the System for Award Management (SAM.gov) as required under **2 CFR 180 and 2 CFR 200.214**, and review against state debarment lists pursuant to **30 ILCS 500/50-65**. Documentation of these checks is retained in the procurement file prior to contract execution. Any party found to be debarred, suspended, or otherwise excluded will be ineligible to contract with CMAP, and this exclusion extends to subcontractors and affiliates.

Article 9: Vendor Protest Procedures

CMAP maintains a transparent, accessible process for vendors to protest solicitation outcomes or contract awards. Vendors must submit protests in writing within the timeframe stated in the solicitation. The protest must clearly state the grounds and facts supporting the claim. CMAP will review the protest in a timely and impartial manner, led by the Procurement Officer or another neutral official. Final determinations will be issued in writing, with findings documented in the procurement file. This process complies with **FAR Part 33** and mirrors best practices under **30 ILCS 500/20-70**, balancing vendor rights with CMAP's need for timely and fair decision-making.

Article 10: Unsolicited Proposal Policy

CMAP may, at its discretion, consider unsolicited proposals that offer unique value to the region and align with CMAP's mission. These proposals must be independently developed, demonstrate originality, and may not conflict with active or planned procurements. In accordance with **FAR 15.6**, CMAP will assess whether the proposal warrants further consideration and whether a sole-source procurement or competitive solicitation is required. Any resulting contract must meet all federal, state, and internal procurement requirements, including documentation of cost reasonableness and approvals by the Executive Director and/or CMAP Board where applicable.

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Article 11: Ethics and Conflicts of Interest

CMAP is committed to the highest standards of ethics in public procurement. Employees, contractors, and Board members are expected to always act with integrity and impartiality. CMAP's policy prohibits any employee or agent involved in the procurement process from participating in a transaction where a conflict of interest exists, as defined by **2 CFR 200.318(c)(1), FAR Subpart 3.1,** and **30 ILCS 500/50-13.** All staff must disclose any actual or perceived conflict, and such conflicts must be mitigated or result in recusal from the procurement process. Additionally, CMAP prohibits gifts, gratuities, or favors from contractors and enforces post-employment restrictions consistent with state ethics laws. Such a conflict exists when any of the following has a financial or other interest in the firm selected for award:

a. The employee, officer, agent, or Board member,
b. Any member of his/her immediate family,
c. His or her partner,
d. An organization that employs, or is about to employ, any of the above.

Please refer to the CMAP ethics policy which can be found under section 1.7 of CMAP's Personnel Policy Manual.

Article 12: FOIA

CMAP will respond to all FOIA requests in accordance with **2 CFR 200.338** and pursuant to the **Freedom of Information Act (5 U.S.C. 552).**

Summary

This complete procurement framework is designed to uphold CMAP's fiduciary responsibilities, ensure equitable access to public contracts, and reinforce public trust. By combining federal and state compliance with practical procedures, CMAP enables its staff, partners, and vendors to operate efficiently and ethically in pursuit of shared regional goals.

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Chicago Metropolitan Agency for Planning

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MEMORANDUM

To:	CMAP Board
From:	Erin Aleman, Executive Director
Date:	October 29, 2025
Subject:	Update on The Century Plan
Action Requested:	Information

The November 4th State of the Region event brought together nearly 1,000 people, including state officials, mayors, and county board chairs, along with transportation, business, and civic stakeholders, to launch The Century Plan — a shared, overarching vision for the seven-county region that will guide policies for transportation, the environment, and the economy for decades into the future.

CMAP hosted this first-of-its-kind gathering to inspire and catalyze a regional initiative to shape the future. We also celebrated CMAP's 20th anniversary and two decades of regional planning progress.

The event featured data trends that will help drive conversations around key quality of life issues, including housing and the economy, flooding and transportation, the region's aging population, and more. There were also visual exhibits illustrating CMAP's history and milestones. Thanks to generous sponsors, guests enjoyed food, entertainment, and experiences reflective of the region. View news release.

We ignited new connections across northeastern Illinois and invited the region to continue to engage with us around regional trends, shared priorities, and opportunities for continued collaboration. Thank you to Board members for your support in making the event a success.

The CMAP Board and MPO Policy Committee provided important insights during the October 8th scenario planning workshop. The consultant team provided an overview of the foresight scenario planning process they are conducting as part of The Century Plan and facilitated an engagement activity to gauge members' concerns and aspirations for the future.

Key themes included uncertainty around funding, infrastructure, and affordability, as well as hopefulness around growing regional collaboration, the region's transportation system, and economic diversity. We will use these insights to inform key regional shifts and shape ongoing discussions about the future challenges to be addressed by The Century Plan.

In 2026, engagement on The Century Plan will primarily follow two paths. First, CMAP will work with each Council of Government to provide a look at how regional trends are manifesting at a local level, and how these findings align with priorities already identified in recent local and subregional plans. Second, CMAP will host a series of public forums across the region to elevate and explore important questions about the future development of northeastern Illinois. These events will be coupled with exciting site visits, walking tours, demonstrations, and other opportunities to experience public issues and innovations firsthand with our local partners. CMAP board members are invited to play an active role in this engagement, participating in discussions and tours, and offering perspective on future challenges and opportunities that will depend on regional coordination.

By listening to regional leaders and pairing their insights with CMAP's trend and strategic foresight analysis, The Century Plan will look ahead with clarity and ambition—identifying where the region must focus, what challenges we must tackle together, and what commitments will drive lasting progress.

Chicago Metropolitan Agency for Planning

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MEMORANDUM

To: CMAP Board

From: Bill Barnes, Deputy, Regional Policy and Implementation (RPI)

Date: October 29, 2025

Subject: Update on the Comprehensive Climate Action Plan for Greater Chicago

Action Requested: Information and discussion

The project team will update the CMAP Board on the development of the Comprehensive Climate Action Plan (CAP) for Greater Chicago, funded by the U.S. Environmental Protection Agency's (USEPA) Climate Pollution Reduction Grant. This memo reviews the purpose, scope, and timeline of the plan and highlights key findings during the planning process.

At the October meeting, the team will provide a summary of the plan before submitting to USEPA in December and a public release in early 2026.

1. Plan overview

The CAP is being developed through a partnership between CMAP, the Northwestern Indiana Regional Planning Commission, and the Metropolitan Mayors Caucus, with support from U.S. Environmental Protection Agency's Climate Pollution Reduction Grant program.

The plan's purpose is straightforward but ambitious: to provide the region with a clear, practical roadmap for reducing greenhouse gas emissions in line with international and regional climate goals. In line with the grant requirements, the plan addresses all major emission sources across a 13-county area spanning Illinois, Indiana, and Wisconsin (Greater Chicago region).

Developed between January 2024 and November 2025, the plan followed a stakeholder-driven process organized around seven core tasks:

- Establish guiding principles
- Create a greenhouse gas emissions inventory
- Set emissions reduction targets
- Identify strategies to reduce emissions
- Model how strategies impact emissions
- Estimate air quality and public health benefits

- Develop the draft Plan

Stakeholder engagement informed every stage of the planning process. The project team drew on the expertise of implementers, technical experts, and community representatives to identify effective, equitable, and actionable strategies. A project steering committee, four sector-specific working groups, and CMAP's Climate Committee provided leadership and additional guidance. To ensure inclusive participation, community-based organizations received compensation for their time and input.

Because the study area spans multiple jurisdictions, the plan will not be formally adopted but will serve as a resource and framework to guide and inform planning and investment at the regional and local government levels, while also identifying areas for state and/or federal action.

Following submission to the U.S. EPA by December 1, 2025, we will work with the CMAP Board, MPO Policy Committee, and working committees to confirm implementation priorities for the CMAP region and engage stakeholders needed to make them a reality.

2. Key plan components

The plan brings together extensive data, modeling, and stakeholder input to guide regional action. It includes a summary of current greenhouse gas emissions and trends, economy-wide scenarios that outline pathways to deep reductions by 2050, and sector-specific targets showing where the greatest progress can be made. The plan also identifies key climate action strategies, quantifies their benefits for air quality and public health, and reflects insights from broad community engagement—highlighting local priorities and opportunities for collaboration. The following highlights some of the key components in the plan.

2.1. Emissions summary

The Greater Chicago region produces roughly 152 million metric tons of carbon dioxide equivalent (MMT CO_2e) each year. If considered a state, it would rank as the 11th highest emitter in the U.S. Fortunately, regional emissions have already fallen 20 percent since 2005.

Most emissions come from three sectors:

- **Industry** (36%): reflecting the region's concentration of steelmaking, refining, and manufacturing.
- **Buildings** (35%): driven largely by fossil-fuel-based heating in homes and businesses.
- **Transportation** (26%): primarily gasoline and diesel use for passenger and freight travel.

Smaller but important shares come from waste, agriculture, and water and wastewater systems, while forests and wetlands remove about 2 percent of total regional emissions through carbon sequestration. The data also reveal significant local variation: while Cook County produces the most total emissions, industrial counties in northwest Indiana have the highest emissions per person. These patterns highlight how development patterns, transportation assets, and business clusters shape the region's emissions landscape—and the need for strategies tailored to each county's unique profile.

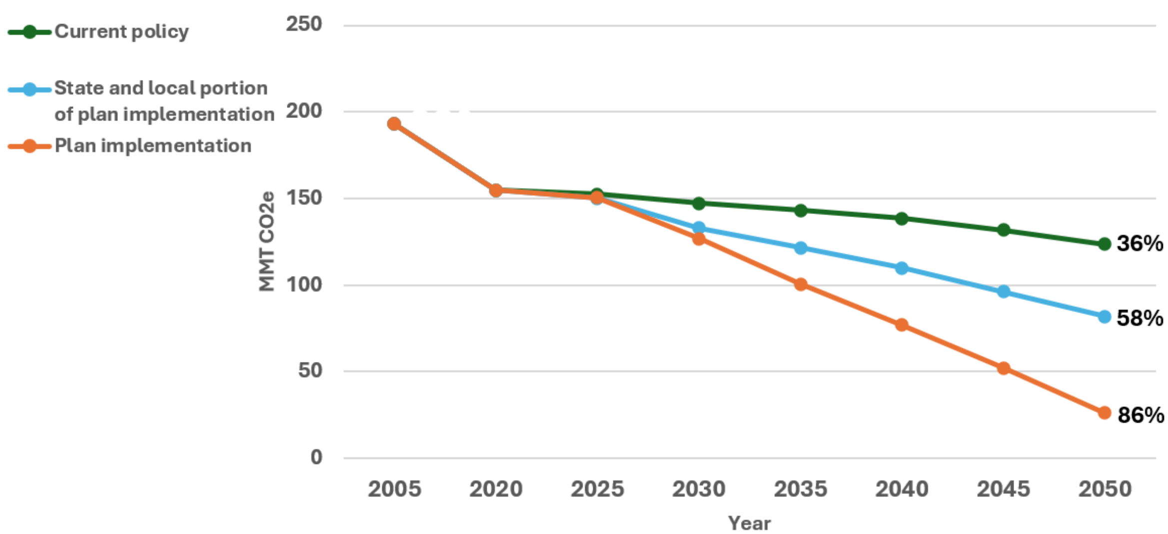
2.2. Economy-wide scenarios

Based on the assessment of select strategies, the modeling shows that the greater Chicago region can achieve the steering committee's target by reducing total emissions by 48 percent below 2005 levels by 2035 and 86 percent by 2050. This will require cutting an additional 128.61 MMT CO2e of annual emissions by 2050—an average of 4.29 MMT CO2e per year.

To support these goals, the plan evaluates three policy scenarios (Figure 1):

- **Current policy scenario:** Reflects existing federal and state policies — such as Illinois' Climate and Equitable Jobs Act (CEJA) — and would reduce emissions 26 percent by 2035 and 36 percent by 2050.
- **Plan implementation scenario:** Shows what is possible through full regional adoption of more than 30 modeled strategies across seven sectors, achieving 48 percent by 2035 and 86 percent by 2050.
- **State and local scenario:** Focuses on actions considered in the plan implementation scenario that can be led without new federal policy, still achieving 58 percent reductions by 2050.

Figure 1. Economy-wide emissions by scenario in MMT CO2e (2005-2050)



Source: CMAP and E3, 2025.

2.3. Sector targets

After developing economy-wide scenarios for the Greater Chicago region, the project team estimated sector-specific emissions reduction targets for the plan implementation scenario. Rather than assigning targets to each sector upfront, these targets were derived from the results of the economy-wide modeling. This approach recognizes that not all sectors can decarbonize at the same pace — some will achieve deeper reductions sooner, while others will require more time and investment to transition.

The modeling shows that achieving the plan's overall target will depend on major progress in a few key sectors:

- Buildings and transportation deliver the steepest declines, reaching roughly 90–95 percent reductions by 2050, driven by efficiency improvements, electrification, and a cleaner power grid.
- Industry emissions fall by about 77 percent, reflecting significant technological advances and cleaner fuels, but also the difficulty of decarbonizing certain processes.
- Waste, water and wastewater, and agriculture together account for a smaller share of total emissions and show more modest declines.
- Natural carbon sequestration—through forests, wetlands, and soils—increase 75 percent by 2050, strengthening the region's resilience to climate impacts.

2.4. Priority strategies

The plan identifies dozens of strategies across the sectors, but those with the capacity to achieve the most meaningful reductions are:

- **Clean the grid:** Deliver 100% clean electricity through Illinois' CEJA and comparable standards in Indiana and Wisconsin.
- **Modernize grid infrastructure:** Build transmission and storage to power electrification and data center growth.
- **Upgrade buildings:** Retrofit and enforce performance standards on existing buildings to cut energy use.
- **Switch to clean heat:** Transition homes and businesses off natural gas.
- **Reimagine mobility:** Invest in efficient transit and active transportation networks.
- **Electrify transportation:** Expand EV infrastructure and fleet conversion.
- **Decarbonize industry:** Drive low-carbon manufacturing through efficiency, electrification, and clean fuels.
- **Restore natural systems:** Reforest, restore wetlands, and improve soil health to store carbon and reduce flooding.

2.5. Air quality and public health improvements

Clean air is essential to human and environmental health, and many of the same activities that drive greenhouse gas emissions — power generation, transportation, and industry — also release harmful air pollutants. The major sources of GHG emissions in our region are also the leading contributors to poor air quality.

Most of the region fails to meet federal air quality standards: Eleven of the 13 counties in the plan area do not meet the U.S. EPA's ozone standards, and portions of the region may soon be out of compliance with new particulate matter (PM2.5) limits.

Implementing the plan's climate strategies would significantly improve air quality and public health across Greater Chicago. As major emission sources transition to clean energy, the release of nitrogen dioxide, sulfur dioxide, and ammonia would decline by up to 59 percent by 2050, while fine particulate matter and volatile organic compounds would fall by 14–17 percent (Table 1).

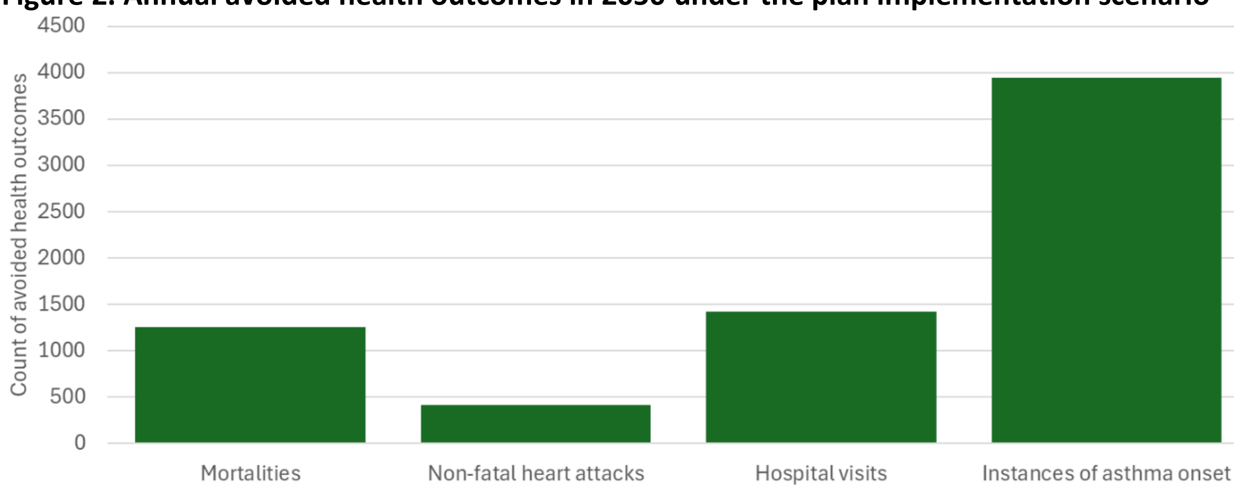
These improvements have major health and economic benefits (Figure 2). Under the plan implementation scenario, the region could avoid 1,200 premature deaths each year, prevent nearly 4,000 new asthma cases, and save $2.5–$4 billion annually in health care costs and lost productivity by 2050. In total, more than one million pollution-related health events could be prevented across the region.

Table 1. Criteria pollutant reduction estimates under plan implementation, by year

Pollutant	2035	2050
Fine particulate matter (PM2.5)	-6%	-17%
Sulfur dioxide (SO2)	-17%	-59%
Nitrogen oxides (NOx)	-19%	-48%
Volatile organic compounds (VOCs)	-8%	-14%

Source: CMAP and E3, 2025.

Figure 2. Annual avoided health outcomes in 2050 under the plan implementation scenario



Source: CMAP and E3, 2025.

2.6. Community priorities

Public engagement for the plan set the stage for its future implementation by identifying community priorities, highlighting the benefits of greenhouse gas emission reductions, and building capacity for ongoing collaboration in climate action. Engagement activities explored how climate change affects communities across the region, the barriers to and opportunities from reducing emissions, and the ways in which these strategies can deliver broader local benefits. Recognizing that the impacts of climate change and pollution are not experienced equally, outreach efforts prioritized input from low-income and disinvested communities, which often face greater exposure to climate risks and fewer resources to participate in the clean energy transition.

Across all engagement activities, several key themes emerged:

- **Alignment with community priorities:** Residents emphasized that decarbonization efforts should advance existing local goals, such as improving air quality, expanding transportation options, and increasing trees and green space.
- **Balancing immediate needs:** Many participants noted that day-to-day challenges, such as affording rent and accessing fresh food, take precedence over climate concerns.
- **Rising climate impacts:** Increasing incidents of flooding, heat, and poor air quality are growing concerns for public health and safety.
- **Transportation access:** Limited transit, walking, and biking options constrain residents' ability to participate in emissions-reducing activities.
- **Utility costs:** Many respondents reported difficulty paying gas, electricity, and water bills.
- **Financial barriers:** Upfront costs limit residents' ability to shift to electric appliances and vehicles.

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MEMORANDUM

To: CMAP Board

From: CMAP Intergovernmental Affairs Staff

Date: October 31, 2025

Subject: Legislative update

Action Requested: Information

The General Assembly concluded its fall veto session early in the morning on Friday, October 31st. Legislators took action on several significant bills, including a comprehensive transit funding and reform package (SB2111).

The bill includes largely the same governance provisions as what was included in the House and Senate's spring proposals. For revenues, the bill increases the RTA sales tax by 0.25%, estimated to yield about $478 million annually. The bill redirects motor vehicle fuel sales tax revenues (approximately $860 million) to transit operations, with 85% going to the northeastern Illinois region and 15% downstate. Interest on the Road Fund (approximately $200 million) is redirected to support public transit capital costs, with 90% going to the northeastern Illinois region and 10% going downstate. The bill also increases tolls 45 cents for passenger vehicles and 30% for commercial vehicles and directs these revenues towards Tollway's 2026 capital plan. Toll increases are indexed to the Consumer Price Index and capped at 4% biennially.

In advance of veto session deliberations, CMAP put forward a policy update that considered a possible short- and long-term revenue package that would yield a transformational investment in transit. CMAP will continue to provide analysis and policy insights as work continues to strengthen the northeastern Illinois transit system.

The General Assembly also approved an energy omnibus bill (SB25) that creates a new incentive structure for battery energy storage projects, adds new energy efficiency requirements for natural gas and electric utilities, and lifts a longstanding ban on the construction of large-scale nuclear facilities in the state. The bill also expands the authority of the Illinois Commerce Commission to set long-term plans to manage energy supply and demand.

The General Assembly is next scheduled to convene for its regular session starting the second week of January 2026.