



**CMAP BOARD**

**AGENDA - FINAL**

Wednesday, June 12, 2024

9:30 AM

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

Members of the public who attend in-person can pre-register for a visitor's pass at [info@cmap.illinois.gov](mailto:info@cmap.illinois.gov) until Tuesday, June 11 at 4:00 p.m. or should plan to arrive early to check-in with the building's information desk for access.

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

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

Conference Call number: 312 626 6799 US (Chicago)

Meeting ID: 881 2120 0726      Passcode: 394669

CMAP provides the opportunity for public comment. Individuals are encouraged to submit comment by email to [info@cmap.illinois.gov](mailto: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](mailto: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**[24-265](#)

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

ACTION REQUESTED: Information

**Attachments:** [Executive director report 6.12.24](#)  
[2024 Call for Projects Awards Memo](#)

**CONSENT AGENDA (Items 3.01 and 4.01-4.09)****3.0 Approval of Minutes****3.01 Minutes from May 8, 2024**[24-267](#)

PURPOSE & ACTION: Review and approval of meeting minutes.

ACTION REQUESTED: Approval

**Attachments:** [CMAP Board 05.08.24 Minutes](#)

**4.0 Procurements and Contract Approvals****4.01 Authorization to enter into a contract with a vendor to be determined as a result of and RFP for project management and development of municipal pavement management plans (PMPs) for a term of up to 24 months, with three, one-year options, in an amount not to exceed \$1,000,000**[24-262](#)

PURPOSE & ACTION: The Chicago Metropolitan Agency for Planning (CMAP) is seeking to contract with a consultant to provide pavement management plans for municipalities in northeastern Illinois.

ACTION REQUESTED: Approval

**Attachments:** [Pavement Management - Justification Memo](#)

**4.02 Authorization to enter into a sole source contract with Granicus, LLC, for a package of public engagement services for a term of 24 months with three, one-year optional renewals, for an amount not to exceed \$461,000**[24-261](#)

PURPOSE & ACTION: The Chicago Metropolitan Agency for Planning (CMAP) seeks to consolidate several engagement services provided by Granicus into one contract. These services include GovDelivery, EngagementHQ, Legistar, and Project Finder.

ACTION REQUESTED: Approval

**Attachments:** [Granicus Services - Justification Memo](#)

**4.03 Authorization to enter into a contract with Dun & Bradstreet, Inc. as a result of RFP 289, for Public Employment Data for Forecasting for a term up to 24-months with three, one-year optional renewals, in an amount not to exceed \$139,700**[24-256](#)

PURPOSE & ACTION: The Chicago Metropolitan Agency for Planning (CMAP) is seeking to procure an

online database subscription service for business intelligence data specific to the Greater Chicago region, including (but not limited to) location, number of employees per location, NAICS/SIC codes, street address, corporate linkage information, bankruptcy indicators, small business indicator and other elements important to community development and employment monitoring activities.

ACTION REQUESTED: Approval

**Attachments:** [RFP 298 - Justification Memo](#)  
[Attachment 1 Evaluation Criteria - data purchase or subscription](#)  
[Attachment 2 RFP 298 - Evaluation Scores](#)

- 4.04 Authorization to enter into a contract with Resource Systems Group, Inc. (RSG) as a result of RFP 299, for Freight Model Scenario Development for a term up to 24-months with three, one-year optional renewals, in an amount not to exceed \$209,000** [24-257](#)

PURPOSE & ACTION: The Chicago Metropolitan Agency for Planning (CMAP) is seeking to contract with a consultant to develop future year scenarios using CMAP's freight model and create a data visualizer reporting key metrics of modeled freight scenarios.

ACTION REQUESTED: Approval

**Attachments:** [RFP 299 - Justification Memo](#)  
[Attachment 1 Evaluation Criteria - consultant services](#)  
[Attachment 2 RFP 299 - Evaluation Scores](#)

- 4.05 Authorization to enter into a contract with Nearmap US, Inc. as a result of RFP 300, for Aerial Imagery for a term up to 24-months with three, one-year optional renewals, in an amount not to exceed \$223,300** [24-258](#)

PURPOSE & ACTION: The Chicago Metropolitan Agency for Planning (CMAP) is seeking to contract with a vendor from which to license online web-based software and associated high-resolution aerial photography to support urban planning initiatives.

ACTION REQUESTED: Approval

**Attachments:** [RFP 300 - Justification Memo](#)  
[Attachment 1 Evaluation Criteria - data purchase or subscription](#)  
[Attachment 2 RFP 300 - Evaluation Scores](#)

- 4.06 Authorization to enter into a contract with a vendor to be determined a result of RFP 301 for language translation and interpretation services for a term of up to 24 months, with three, one-year options, in an amount not to exceed \$300,000** [24-259](#)

PURPOSE & ACTION: The Chicago Metropolitan Agency for Planning (CMAP) is seeking to contract with a consultant to provide translation and interpretation services into and from languages most commonly spoken by residents of northeastern Illinois.

ACTION REQUESTED: Approval

**Attachments:** [RFP 301 - Justification Memo](#)  
[Attachment 1 Evaluation Criteria - consultant services](#)

- 4.07 Authorization to enter into a contract with an accounting firm to be determined as a result of RFP 303, for Accounting Services for a term up to 24-months with three, one-year optional renewals, in an annual amount not to exceed \$950,000** [24-260](#)

PURPOSE & ACTION: The Chicago Metropolitan Agency for Planning (CMAP) is seeking to contract with an accounting firm to provide daily finance services to the agency. The firm would provide a team of personnel to conduct the accounting and finance activities of the agency and to assist in other finance issues as they arise.

ACTION REQUESTED: Approval

**Attachments:** [RFP 303 - Justification Memo](#)  
[Attachment 1 Evaluation Criteria - professional services](#)

- 4.08 Authorization to amend contract C-22-0046 with Arctic Information Technology, Inc. for implementation of the D365 Enterprise Resource Planning (ERP) System for additional term of six months and the additional amount of \$300,000 for a total not to exceed amount of \$2,934,000** [24-263](#)

PURPOSE & ACTION: Chicago Metropolitan Agency for Planning is seeking an to amend the contract with Arctic Information Technology, Inc. to facilitate the implementation of post go-live system functionalities for the agency's D365 Enterprise Resource Planning (ERP) System.

ACTION REQUESTED: Approval

**Attachments:** [Arctic - Justification Memo](#)

- 4.09 Authorization to amend sole source contract C-24-0050 with DePaul University for Housing Data Snapshots, with three, one-year optional term renewals** [24-285](#)

PURPOSE & ACTION: Chicago Metropolitan Agency for Planning is seeking an to amend the sole source contract with DuPaul University with an extended term to facilitate the completion of the project as scoped.

ACTION REQUESTED: Approval

**Attachments:** [DePaul - Amendment Justification Memo](#)

## REGULAR AGENDA

### 5.0 Information Items

- 5.01 Memorandum of Understanding between the CMAP Board and MPO Policy Committee** [24-235](#)

PURPOSE & ACTION: The CMAP Board and MPO Policy Committee jointly adopt a Memorandum of Understanding (MOU) that is the framework for integrating land use and transportation through CMAP's regional comprehensive planning process. The MOU is to be reaffirmed periodically and will be brought before both boards at their annual joint meeting in October 2024. It is being shared for informational purposes in advance of the October joint meeting.

ACTION REQUESTED: Information

**Attachments:** [CMAP-MPO MOU Memo](#)

**5.02 Regional Transportation Plan (RTP) update****[24-266](#)**

PURPOSE & ACTION: CMAP is proceeding with initial steps in the multi-year process to develop the 2026 Regional Transportation Plan (RTP), including a socioeconomic forecast and a review and summary of county, regional, state, and federal transportation plans. Presentations will include overviews of these projects.

ACTION REQUESTED: Information

**Attachments:** [Socioeconomic Forecast Memo](#)  
[Analysis of transportation plans and priorities for 2026 RTP Memo](#)

**5.03 Speed Management Report Overview****[24-284](#)**

CMAP recently released a report, titled “Speed Management: Addressing our regional traffic safety crisis.” An overview of the findings will be presented, including the role of speeding in regional traffic safety and recommendations for CMAP and its partners, to address the issue of speeding through design, policy, education, and equitable enforcement.

Information

**Attachments:** [Speed management report memo](#)  
[Speed management executive summary 2024 FINAL](#)

**5.04 Legislative update****[24-282](#)**

PURPOSE & ACTION: Update on legislation related to CMAP funding and operations and an update on recent legislative activity of interest to the CMAP Board.

ACTION REQUESTED: Information

**Attachments:** [Legislative Update](#)

**6.0 Other Business****7.0 Public Comment**

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

**8.0 Next Meeting**

The next meeting is scheduled for September 11, 2024.

**9.0 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:** June 5, 2024

**Subject:** Executive Director's report

**Action Requested:** Information

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Dear Board Members,

This report provides an update ahead of our June 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'.

Erin Aleman

## Welcome Mayor Jada D. Curry

Mayor Jada D. Curry from the Village of Lynwood is joining the CMAP Board representing Cook County. We are excited to welcome Mayor Curry at her first meeting in September and look forward to the new partnership.

## CMAP to launch new website

CMAP's new and improved website will launch on June 18. Visitors to [cmap.illinois.gov](https://cmap.illinois.gov) will experience a new, modern design with user-friendly navigation as well as improved accessibility, interactivity, and search functionality.

CMAP used strong research and data to drive decision making on the development and design of the new site. Prioritizing the user experience means users can understand the agency's focus areas and interconnected work, finding what they're looking for with as few clicks as possible.

CMAP's new website complies with Web Content Accessibility Guidelines, which prioritize accessibility for people with disabilities, as well as all users across various devices. We also prioritized the use of plain language — clear wording, structure, and design — so users can understand our message as quickly, easily, and completely as possible.

As the region's planning agency and data resource, CMAP's website is a go-to resource for a vast range of information, garnering more than 180,000 users annually and nearly double that in sessions (also known as activity on the site). The website's primary audiences are municipal and county staff, elected officials, nonprofits, community groups, and civic organizations.

The new site includes:

- Clear communication of who CMAP is and what we do
- A website architecture that can grow and change, easily integrating current and future regional plans
- Navigation designed to help users see CMAP's major areas of work and reduce the number of clicks it takes to get where they want to go
- A robust content strategy that highlights the correlation between ON TO 2050 and what the region is doing today to meet those goals
- An enhanced events calendar that supports better engagement with CMAP public bodies and activities
- Integrated data and resources on every page, as well as embedded tools like the Community Data Snapshots visualization tool, which provides a quick and easy look at important data about your community, or the Job Quality and Access Tool, which provides analysis on employment and industry trends

[View screenshots](#) for examples of the new homepage, improved site navigation, and the focus areas overview page.

## CMAP analysis of FY2025 state budget

CMAP recently published its [analysis](#) of the [state's FY2025 budget proposal](#) and how it impacts transportation funding and other regional policy priorities.

Highlights from the budget review include:

- The state is projecting a General Fund surplus of \$128 million and a transfer of \$170 million to the rainy-day fund due, in part, to a series of proposed tax law changes that raise an estimated additional \$910 million in state general funds.
- The budget proposal recommends the elimination of the state grocery tax, a 1 percent sales tax on groceries imposed by the state but wholly dedicated to local governments, which is estimated will result in a \$325 million combined loss in funding for local governments across the state.
- The governor is proposing to transfer an additional \$175 million from the Road Fund to the Public Transportation Fund, which results in an overall decrease in total funding for transportation operations.

[Read more on CMAP's analysis of the proposed FY25 state budget.](#)

## Executive director engagements

### Illinois High Speed Rail Commission

As a member of the High Speed Rail Commission (appointed by the Governor in 2022), I join other transportation leaders monthly to discuss creation of a statewide high-speed railway network plan. The group met last week and received an update on the proposed technical planning process, which will include developing a draft purpose and need, market ridership research, alternatives analysis, service options, and an operations analysis. The consultant team also presented an overview of statewide public engagement activities.

The [High Speed Railway Commission](#) is charged with creating a statewide plan for a high-speed rail line and feeder network connecting St. Louis, Missouri and Chicago, Illinois that includes current existing Amtrak and Metra services, connects the cities of Rockford, Moline, Peoria, and Decatur, and uses inter-city bus service to coordinate with the rail line.

### Southern California Association of Governments' (SCAG) annual meeting and conference

In early May, I participated in a panel of MPO leaders at the Southern California Association of Governments' (SCAG) annual meeting and conference. I joined fellow panelists from MTC (the Bay Area), San Diego Association of Governments, and Miami Dade's MPO to discuss how regional planning advances our transportation, climate, and economic resilience priorities to an audience of over 1,000 mayors and local government leaders.

All our regions are grappling with similar challenges and share similar goals and priorities to address transit funding, lack of housing, and climate action planning.



## Coalition for America's Gateways and Trade Corridors (CAGTC) annual meeting and conference

In May, attended the Coalition for America's Gateways and Trade Corridors (CAGTC) annual meeting in Washington, D.C. where I was re-elected to the board vice chair role.

The conference's theme was "Freight Investment is No Gamble - Time to Double Down." I participated on a panel that took a closer look at "Threats on the Horizon: How Can We Prepare for Tomorrow's Supply Chain Crisis." I spoke about some of the land use and transportation challenges we face in our region with freight. Conference attendees had the opportunity to attend an "Off the Record Conversation" with congressional staff to learn what the authorizing committees are planning for the next iteration of the Bipartisan Infrastructure Bill (BIL).

As the drafting of the new legislation begins, feedback on challenges and successes will certainly influence what may be incorporated. We will keep the Board updated as this evolves.



## MEMORANDUM

**To:** CMAP Board

**From:** CMAP Staff

**Date:** May 28, 2024

**Subject:** 2024 Call for Projects Awards

**Action Requested:** Information

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

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

Staff evaluated applications against five thematic priorities:

- Achieves the goals associated with the sought-after type of assistance.
- Strengthens planning capacity in communities with disadvantaged populations.
- Increases community empowerment and equitable engagement.
- Implements previously developed local plans.
- Facilitates collaboration across jurisdictions.

Staff also solicited input on the applications from many groups, including the RTA, transit service boards, County planning departments, County transportation departments, and partner technical assistance providers. Applicants participated in interviews to further understand the potential scope of work and resource requirements.

CMAP selected 30 projects in the FY24 Project Group; many met the thematic priorities. Eleven of these projects are with cohort 3 and 4 communities. All have strong transportation ties. The awards include five additional ADA self-evaluation and transition plans and the first two Site Planning pilot projects. Information on the awarded projects is below.

<b>Community</b>	<b>Cohort</b>	<b>Project type</b>
Harvard	4	Bicycle and pedestrian plan
Oswego	1	Bicycle and pedestrian plan
Skokie	1	Bicycle and pedestrian plan
Matteson	2	Capital improvement plan
Burnham	4	Capital improvement plan
Hickory Hills	3	Capital improvement plan
Worth	3	Capital improvement plan
La Grange	1	Corridor plan
Maywood	4	Corridor plan
Dixmoor	4	Grant readiness
Markham	4	Grant readiness
Lake Villa	2	NEXT
Harvey	4	NEXT
Lemont	1	Site planning pilot
Montgomery	1	Site planning pilot
Midlothian	3	Transportation safety plan
Bannockburn	1	Pavement management plan
Palos Heights	1	Pavement management plan
St. Charles	1	Pavement management plan
Wood Dale	1	Pavement management plan
Addison	2	Pavement management plan
Fox Lake	2	Pavement management plan
Indian Head Park	2	Pavement management plan
Richton Park	3	Pavement management plan
Godley	4	Pavement management plan
Elgin	2	ADA self-evaluation and transition plan
Libertyville	1	ADA self-evaluation and transition plan
Warrenville	1	ADA self-evaluation and transition plan
Woodstock	2	ADA self-evaluation and transition plan
Glen Ellyn	1	ADA self-evaluation and transition plan

CMAP also selected seven projects for a waitlist to consider as additional staff capacity or funds come available in the coming year.

<b>Staff waitlist recommendations</b>		
<b>Community</b>	<b>Cohort</b>	<b>Project type</b>
Bensenville	2	ADA self-evaluation and transition plan
Brookfield	3	ADA self-evaluation and transition plan
Channahon	2	ADA self-evaluation and transition plan
South Elgin	1	ADA self-evaluation and transition plan
Waukegan	4	ADA self-evaluation and transition plan



**CMAP BOARD**

**MEETING MINUTES - DRAFT**

Wednesday, May 8, 2024

9:30 AM

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

Members of the public who attend in-person can pre-register for a visitor's pass at [info@cmap.illinois.gov](mailto:info@cmap.illinois.gov) until Tuesday, May 7, 2024 at 4:00 p.m. or should plan to arrive early to check-in with the building's information desk for access.

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**1.0 Call to Order and Introductions**

Chair Bennett called the meeting to order at 8:30 a.m.

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

**Absent:** John Roberson

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

Noting a physical quorum of the Board, Chair Bennett reported that requests were received from Matt Brolley, John Noak, Carolyn Schofield, and Leanne Redden 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 Member Stefan Schaffer, seconded by Member Nancy Rotering, to allow the members to participate virtually in the Board meeting. The motion carried by the following vote:*

**Aye:** Gerald Bennett, Frank Beal, Gary Grasso, Nina Idemudia, Richard Reinbold, Nancy Rotering, Stefan Schaffer, Anne Sheahan and Matthew Walsh

**Absent:** John Roberson

**Non-Voting:** Kouros Mohammadian

**Not Present:** Matthew Brolley, Paul Hoefert, John Noak, Carolyn Schofield and Leanne Redden

**Staff present:** Laurent Ahiablame, Erin Aleman, Bill Barnes, Michael Brown, Gilton Cross, Patrick Day, Teri Dixon, Austen Edwards, Elizabeth Ginsberg, Jane Grover, Kasia Hart, Craig Heither, Jaemi Jackson, Natalie Kuriata, Lawrence Landfair, Aimee Lee, Tony Manno, Anthony Moore, Jason Navota, Stephane Phifer, Katie Reigstad, George Rivera, Ryan Thompto, Jennie Vana, Blanca Vela-Schneider, Laura Wilkison, Jules Voigt

**Others present:** Garland Armstrong, Heather Armstrong, Eric Czarnota, Stephen Di Benedetto, Drew Duffin, Jackie Forbes, Joselyne Gardner, George Kandathil, Mike Klemens, Brian Larson, Heidi Lichtenberger, Brittany Matyas, Megan Miller, Matt Pasquini, Jada Porter, Leslie Rauer, Todd Schmidt, Joey Silberhorn, Vicky Smith, Joe Surdam, Daniel Thomas, Martha Trotter

**2.0 Agenda Changes and Announcements**

**2.01 Executive Director’s report**

[24-224](#)

**Attachments:** [Executive director report](#)

Erin Aleman, Executive Director, presented the Executive Director's report. The CMAP Board agenda has been updated to reflect a consent agenda, as permitted by the Board's recently updated bylaws. The first week of May is Public Service Recognition Week and Executive Director Aleman extended her gratitude to CMAP staff and other public servants for their commitment and dedication to serving their communities.

Executive Director Aleman reported on the Clean and Equitable Transportation Act. One bill in this omnibus bill is the Metropolitan Mobility Authority Act that offers a range of governance reforms, including consolidation of the RTA and service boards to manage and operate transit in the region. Two other climate related bills in the omnibus would introduce several new zero-emission vehicle provisions and set a statewide greenhouse gas targets for the transportation sector that would

require MPOs and IDOT compliance.

Executive Director Aleman also reported on the Regional Economy and Climate Committee meetings, the public comment period for the TIP conformity analysis, and the Future Leaders in Planning (FLIP) application period.

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

**CONSENT AGENDA**

**Approval of the Group Vote**

*A motion was made by Member Nancy Rotering, seconded by Member John Noak, to approve Consent Agenda item 3.01. The motion carried by the following roll call vote:*

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

**Absent:** John Roberson

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

**3.0 Approval of Minutes**

**3.01 Minutes from April 10, 2024**

[24-223](#)

**Attachments:** [CMAP Board 04.10.24 Minutes](#)

*Agenda item 3.01 was approved under the Consent Agenda.*

**REGULAR AGENDA**

**4.0 Executive Session**

**4.01 Executive Session to review personnel matters pursuant to 5 ILCS 120/2 (c)(1)**

[24-225](#)

*The CMAP Board decided not to enter into Executive Session.*

**4.02 Action on the executive director's performance review and contract as recommended by the Executive Committee**

[24-226](#)

**Attachments:** [Executive Director Contact Renewal Memo](#)  
[CMAP Executive Director Successor Employment Agreement](#)

*A motion was made by Member John Noak, seconded by Member Nancy Rotering, to approve the Executive Director's contract, as submitted in the agenda packet. The motion carried by the following vote:*

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

**Absent:** John Roberson

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

**5.0 Items for Approval**

**5.01 Presentation of the FY 2023 financial audit**

[24-156](#)

**Attachments:** [Financial Audit Memo](#)  
[FY23 Board Communication - CMAP Final](#)  
[23 Final Audit and Single Audit - CMAP](#)

Stephane Phifer, Interim Finance Deputy, and Martha Trotter, Principal at Sikich LLC, presented the FY 2023 financial audit. Deputy Phifer reported that the financial audit included a deficiency in internal controls. Staff is implementing a new enterprise resource program (ERP) called D365 that will address the finding by Sikich. The new system will increase accuracy and efficiency through automated processes as opposed to the manual process staff is currently using. Member Hoefert inquired whether the automation would decrease the need for staff. Deputy Phifer reported that there will be a review of the needs of the agency and some of the duties currently assigned to these staff could shift.

Sikich Principal Trotter presented the FY 2023 financial audit and single audit report. Based on the audit, Sikich has issued a clean unmodified opinion, the highest level of assurance Sikich can provide, related to the accuracy and fairness of the presentation of the agency's financial position and conformance with generally accepted accounting principles. Sikich did not identify any material weaknesses but did identify a deficiency in internal controls. It was noted that CMAP has included a response in the Corrective Action Plan that aims to mitigate future errors.

Discussion ensued regarding increased expenses. Executive Director Aleman reported that the increased expenses relate to an increase in grants funds. CMAP utilizes consultants to support this work and can adjust based on funding availability.

*A motion was made by Member Gary Grasso, seconded by Member Richard Reinbold, to accept and file the FY 2023 financial audit and single audit report. The motion carried by the following vote:*

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

**Absent:** John Roberson

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

**6.0 Information Items**

**6.01 Community Outreach to Engage and Empower: Community Alliance for Regional Equity (CARE)**

[24-229](#)

**Attachments:** [Community Outreach to Engage and Empower: CARE Memo](#)

Michael Brown, Interim Planning Deputy, reported that the Community Alliance for Regional Equity (CARE) is on its last year of its pilot program. He reviewed the levels of engagement, noting that as the level of engagement increases, staff involvement increases and the audience decreases. Through the support of the MacArthur Foundation, CMAP was able to convene and compensate community-based organizations to advance equity and flood resilience programs and policies.

Jules Voigt, Planner in Regional, Policy, and Implementation Division, reported that low income and disadvantaged communities, also referred to environmental justice communities, are often excluded

from the planning process and face barriers to participation and engagement. Planner Voigt reported that metropolitan planning organizations (MPOs) have legal obligations to advance environmental justice in their planning processes.

Planner Voigt reported that the purpose of CARE was to identify barriers to greater inclusion in the regional decision-making process and actionable strategies to address disinvestment and marginalization. CARE is comprised of 14 community-based organizations that meet approximately 12 times a year. A CARE advisory group was used to help design the program while a CARE consulting group helps to administer and evaluate the program.

Planner Voigt discussed the progress CARE has made in the three years since its implementation. CARE focuses on mutual learning to accelerate transportation and safety issues, contributing to the regional decision-making processes for CMAP projects, collaborating in engagement and planning tools, and reflecting and shaping CARE's processes and outcomes. Planner Voigt discussed the structure of CARE, the organizations currently in the program, and where the organizations are located.

Discussion ensued regarding enlisting the assistance of Board Members to identify potential organizations within their area of representation, providing an area map to the Board Members to identify where the organizations are and areas currently underrepresented, and the need to allow CMAP and the CARE consulting group to select its members.

*A presentation on the Community Outreach to Engage and Empower: Community Alliance for Regional Equity (CARE) was provided.*

## **6.02 Community Outreach to Engage and Empower: Participatory Budgeting**

**[24-232](#)**

**Attachments:** [Community Outreach to Engage and Empower: Participatory Budgeting Memo](#)

Katie Reigstad, Senior Planner in the Planning Division, reported on the collaboration of participatory budgeting on capital improvement plans (CIP) for the Villages of Lansing and Dixmoor. Participatory budgeting is a structured process that allows residents to decide how public funds are spent in their community. CMAP worked within the communities' budget processes and capacities.

The goals of participatory budget are to strengthen relationship-building and trust between the municipality and their constituents through transparent and accessible outreach, increase residents' access to budget information and decision-making within their municipality, amplify residents' voices in budget priorities and investment, and share decision-making power with residents.

Steering committees comprised of residents, village staff, and village leadership were created by Dixmoor and Lansing to inform engagement and outreach strategies and to develop proposals for residents to vote on based on the engagement results.

Senior Planner Reigstad discussed events that CMAP attended and other outreach strategies to engage residents of both communities and identified the lessons learned by CMAP during these processes.

*A presentation on the Community Outreach to Engage and Empower: Participatory budgeting was provided.*



## 6.03 Legislative update

[24-222](#)

**Attachments:** [Legislative Update Memo](#)

Kasia Hart, Intergovernmental Affairs Senior, reported on the state's proposed legislative budget. Staff has reviewed the governor's proposed budget and noted that the economic pressures, inflation, and the expiration of federal aid has created uncertainty and will impact the state's budget in future years. She discussed the proposed elimination of the grocery tax, and the transfer of \$175 million from the Road Fund to supplement the annual contributions to the Public Transportation Fund. Staff will provide additional details once they complete their analysis.

Senate Bill (SB) 3389, which proposes to amend the Regional Planning Act, has a hearing set. The Appropriations Bills that would appropriate \$5 million to CMAP to carry out the agency's broader scope of regional planning obligations that were detailed in the Regional Planning Act, but never funded, remain in their respective chambers.

*A legislative update was provided.*

## 7.0 Other Business

There was no other business before the Board.

## 8.0 Public Comment

Garland Armstrong, former Illinois resident, advocated for ADA compliance at public transportation stops, noting that many Pace bus stops are located in grassy areas and that these stops do not have traffic signals for safe crossing. Heather Garland, former Illinois resident, expressed concern regarding the potential of the state merging the transportation service boards together.

## 9.0 Next Meeting

Chair Bennett reported that the next Board meeting is scheduled for June 12, 2024. He noted that the Executive Committee has been cancelled due to a lack of a quorum.

## 10.0 Adjournment

*A motion was made by Member Nancy Rotering, seconded by Member Matthew Walsh, to adjourn the Board meeting. The motion carried by the following vote:*

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

**Absent:** John Roberson

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

The meeting was adjourned at 11:00 a.m.

Minutes prepared by Blanca Vela-Schneider

## MEMORANDUM

**To:** CMAP Board

**From:** Michael Brown, Interim Planning Deputy

**Date:** May 30, 2024

**Subject:** Authorization to enter into a contract with a vendor to be determined a result of pending RFP for project management and development of municipal pavement management plans (PMPs) for a term of up to 24 months, with three, one-year options, in an amount not to exceed \$1,000,000

**Action Requested:** Approval

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### Purpose

The Chicago Metropolitan Agency for Planning (CMAP) seeks to enter a contract with a vendor for project management and development of municipal pavement management plans (PMPs) for the Technical Assistance Program (TAP-L).

### Background

The selected vendor will be responsible for the project management and development of municipal pavement management plans (PMP). The vendor will be responsible for creating a systematic and repeatable process of the overall condition of municipal road network and identifying roadway segment candidates for pavement preservation and maintenance, and repair activities.

### Request

A Request for Proposals (RFP) is being finalized and will be posted on the CMAP website. CMAP will host a non-mandatory virtual pre-bid meeting to provide an overview of and answer consultant questions.

###



**MEMORANDUM**

**To:** CMAP Board

**From:** Jennie Vana, Deputy of Communications and Engagement

**Date:** May 29, 2024

**Subject:** Authorization to enter into a sole source contract with Granicus, LLC, for a package of public engagement services (GovDelivery, EngagementHQ, Legistar, and Project Finder) for a term of 24 months with three, one-year optional renewals, for an amount not to exceed \$461,000

**Action Requested:** Approval

**Purpose**

The Chicago Metropolitan Agency for Planning (CMAP) seeks to enter into a contract with Granicus, LLC, for CMAP’s for a package of public engagement services:

- EngagementHQ (online engagement platform)
- GovDelivery (communications/email subscription service)
- Legistar (public agenda management), and
- Project Finder (add-on service to connect EngagementHQ to CMAP’s website).

**Background**

CMAP uses several services provided by Granicus as integral tools in the agency’s communications and engagement strategy and seeks to renew and consolidate the following contracts to the same billing cycle and one contract. CMAP also seeks to upgrade its EngagementHQ service to the “Enterprise” level to enable the agency to create “hubs” for county-specific sites as part of CMAP’s Safe Streets For All program. CMAP proposes a two-year contract with Granicus with the option for three one-year renewals that may include up to 7% price increases. The proposal includes Granicus-provided trainings.

Service	Original contract	Proposed pricing	Description
EngagementHQ (formerly Bang the Table)	June 28, 2019 (CMAP contract C-20-0019), \$45,000/year	Combined \$76,242.50/year for	Online engagement platform, plus training

GovDelivery	Subscription in June 2022, renewed in 2023, \$12,198	“Engagement Cloud”	Communications/email subscription service, plus training
Legistar	June 25, 2021 (CMAP Contract C-21-0046), renewed July 2023, \$17,077.33	\$18,272.74/ year	Public agenda management service, plus training
Project Finder (new)	Annual fee	\$1,981.21	Connects CMAP’s EngagementHQ platform to its website
		\$96,496.45	TOTAL (year 1)

**EngagementHQ** is CMAP’s online engagement platform for two-way communication between the agency and its constituencies for individual projects and larger agency initiatives. EngagementHQ offers a suite of engagement tools for each site, including surveys, mapping, project newsletters and updates, calendars, resources, and documents. The agency currently has 41 project sites active or archived on the site (<https://engage.cmap.illinois.gov/>) and saw over 5,000 site visits just in Q3/2024. With the switch to the “Enterprise” level for EngagementHQ, the site will be useable by counties participating in CMAP’s Safe Streets for All program, in addition to other CMAP initiatives.

**GovDelivery** is a subscription service that the agency uses for newsletters and public notifications. CMAP sent nearly 200 bulletins last year, with 30K subscribers and 50K subscriptions. These range from topic focused newsletters (transportation, climate, regional economy, accessibility, data, and more) to board and committee engagement to RFP and vendor and job applicant notifications. It is the agency’s go-to resource for keeping its stakeholders and communities engaged and informed about the work CMAP does. GovDelivery also includes SMS notifications.

**Legistar** handles CMAP’s legislative processes, agenda preparation, agenda item review and approvals. Legistar also publishes the agency’s public meeting agendas, minutes and videos for 13 agency committees and two working groups. CMAP used Legistar to support 75 meetings in 2023, 86 meetings in 2023, and anticipates 71 public meetings in 2024. CMAP’s Legistar site: <https://cmap.legistar.com/Calendar.aspx>.

**Project Finder** is an add-on service that will connect CMAP’s EngagementHQ platform to its new website.

###



**MEMORANDUM**

**To:** CMAP Board

**From:** Aimee Lee, Deputy of Transportation

**Date:** May 28, 2024

**Subject:** Authorization to enter into a contract with Dun & Bradstreet, Inc. as a result of RFP 289, for Public Employment Data for Forecasting for a term up to 24-months with three, one-year optional renewals, in an amount not to exceed \$139,700

**Action Requested:** Approval

**Purpose**

CMAP maintains large data resources for use in its development, projection and evaluation of land use and transportation in the northeastern Illinois region. Through this solicitation, CMAP is seeking one (1) vendor from which to procure an online database multi-year subscription service for business intelligence data specific to the Greater Chicago region.

**Background**

This data is crucial for informing CMAP's planning efforts related to transportation, land use, housing, economic development, and environmental sustainability within the region. CMAP emphasizes the importance of accurate and up-to-date data for effective decision-making and strategic planning. The selected vendor should offer robust technical support to assist CMAP staff with data analysis and query building. Through this RFP, CMAP aims to identify a qualified vendor to meet its data subscription needs and support its ongoing planning efforts to enhance the economic vitality and sustainability of the Chicagoland area.

**Procurement process**

A Request for Proposals (RFP) was circulated and posted on the CMAP website, CMAP hosted a non-mandatory virtual pre-bid meeting to provide an overview of and answer consultant questions,

RFP Advertisement/Release	May 8, 2024
Pre-bid Meeting (optional)	May 15, 2024, at 11:00 AM Central Time
Deadline for Questions	May 17, 2024, by 3:00 PM Central Time
Submittal Due	May 22, 2024 by 3:00 PM Central Time
Anticipated Award Recommendation	May 29, 2024

There were eleven (11) attendees that joined the pre-bid meeting, representing three (3) unique consulting firms and CMAP received three (3) proposals.

Proposals were reviewed by CMAP staff, who scored each proposal independently based on the evaluation criteria included in **Attachment 1**.

Following consideration of the proposals, the review panel determined that interviews were not necessary.

### **Evaluation**

The evaluation panel used the information from the process above to assess and score the submittals. The evaluation scores are included in **Attachment 2** and the assessment of the proposers was as follows:

Dun & Bradstreet, Inc. The submission from this proposer appears to meet all data and technical requirements of the RFP. The quality and accuracy of the data is satisfactory to CMAP staff. The vendor has provided this data to CMAP for many years in the past.

InfoUSA Marketing, Inc. (a subsidiary of Data Axle, Inc.) The submission from this proposer appears to meet all data and technical requirements of the RFP. The quality and accuracy of the data is satisfactory to CMAP staff.

Moody's Analytics Inc. The submission from this vendor claimed to meet all data and technical requirements of the RFP; however, the data appears to be aggregated from other sources, not produced by the vendor. In addition, certain data items such as employment and sales volume seem to be estimated in certain cases.

### **Recommendation for contractor selection**

Following consideration of the proposals, the evaluation panel determined that Dun & Bradstreet, Inc. represented the strongest overall submittal based on the evaluation criteria. It should be noted that Data Axle's score was nearly identical to Dun & Bradstreet's and could be a suitable alternative. Support for this commercial data set purchase is included in the FY2025 UWP Operating Budgets.

The evaluation panel recommends entering into a contract with Dun & Bradstreet, Inc. for a term of up to 24-months, with three one-year renewal options in an amount not to exceed \$127,000, being the price proposal rounded to the nearest thousand. The board authorization request includes an additional 10% increase for a total authorization of \$139,700.

Attachment 1: Evaluation criteria

Attachment 2: Evaluation scores

###



## Chicago Metropolitan Agency for Planning

### ATTACHMENT 2: SUBMITTAL REQUIREMENTS - DATA PURCHASES OR SUBSCRIPTIONS

All responses to this request for proposals must submit **all** required documents by the submission deadline in order to be considered for the solicitation. The following documents are required:

1. **Proposal Submittal Form.** Submit the Proposal submittal form in the format provided along with all required executed sub-forms and certifications. The sub-forms and certifications include:
  - Project Examples - provide a minimum of three (3) and no more than five (5) examples of the Vendor team's relevant experience in producing similar work or other projects that the Vendor deems to be relevant to this solicitation.
  - Bidder Information - basic information for both the primary firm and any subcontractors
  - References - three (3) references that CMAP staff may contact regarding the Vendor's qualifications to undertake this project. Reference information shall include: organization name, contact name, title, phone number, email, and nature of relationship to reference.
  - Price Proposal Detail - with **all** proposed pricing for this data purchase or subscription.
  - Certifications - including Certification for Federally Funded Agreements and Specific Provisions Certifications Regarding Workers' Compensation Insurance; Bidder Information; DBE Information; and FTA Certification Regarding Lobbying
2. **Code Report.** A copy of the firms' SAMS.gov CAGE Code Report.
3. **Project Approach.** To demonstrate understanding of the work, provide a narrative of 1) the approach that will be used to complete the outlined scope of services, 2) how CMAP's [Core Values](#) will be integrated into that approach, and 3) how your qualifications and strengths uniquely position you for successful completion of the work.

Provide a project schedule that shows the activities and the estimated timeline for completion for each.

**Submittal material for this section shall be a maximum of two (2) pages, with one (1) page being the project schedule.**

4. **Optional - Project Example supporting materials.** In addition to the Project Examples Form, you may provide supporting materials for each of the three (3) to five (5) examples you listed.

**Submittal material for this section shall be a maximum of two (2) pages in length for each example.**

All RFP responses without all signed and dated required documents will be deemed unresponsive and will not be evaluated.

RFP responses without DUNS Numbers will be deemed unresponsive and will not be evaluated.

CMAP cannot legally enter into a contractual relationship without a valid, active cage code.

All contracted vendors MUST have a valid and ACTIVE System for Award Management (SAM) CAGE Code. If your firm does not have a CAGE Code, please begin the process now at [www.sam.gov](http://www.sam.gov) and register your entity. There is no fee for this registration.





**ATTACHEMENT 2: EVALUATION SCORES**

RFP 298: Public Employment Data for Forecasting

<b>Vendor Name (alphabetical):</b>	<b>Average Vendor Score</b>	<b>Price Proposal Amount</b>
Dun & Bradstreet, Inc.	80	\$ 126,020.00
InfoUSA Marketing, Inc. (a subsidiary of Data Axle, Inc.)	77.5	\$ 552,563.13
Moody's Analytics Inc	62.3	\$ 30,409.25

## MEMORANDUM

**To:** CMAP Board

**From:** Aimee Lee, Deputy of Transportation

**Date:** May 29, 2024

**Subject:** Authorization to enter into a contract with Resource Systems Group, Inc. (RSG) as a result of RFP 299, for Freight Model Scenario Development for a term up to 24-months with three, one-year optional renewals, in an amount not to exceed \$209,000

**Action Requested:** Approval

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### Purpose

Through this solicitation, CMAP is seeking one (1) consultant to develop future year scenarios using CMAP's freight model and create a data visualizer reporting key metrics of modeled freight scenarios.

### Background

CMAP performs travel demand modeling and freight forecasting to support its responsibilities as the designated metropolitan planning organization (MPO) for the Chicago area, as well as its efforts in regional planning. For these purposes, CMAP maintains both trip-based and activity-based travel demand models, which use Emme modeling software, and CMAP is working to deploy a freight model written in the R programming language. To complement the freight model, CMAP developed a commercial services vehicle model to account for the movement of commercial vehicles operating in the region for non-freight hauling purposes. Collectively, these tools model all vehicle trips in the CMAP region.

Northeastern Illinois is home to an extensive, multimodal network of freight facilities, and within the Chicago region, the movement of over \$1 trillion in goods plays a critical role in almost every sector of the local economy. While CMAP is in the process of deploying the freight model, it is also necessary to develop future year scenarios as well as tools for reporting and visualizing model outputs. These tools will help CMAP fulfill its role in regional planning and capitalize on the region's existing freight assets.

## Procurement process

A Request for Proposals (RFP) was circulated and posted on the CMAP website, CMAP hosted a non-mandatory virtual pre-bid meeting to provide an overview of and answer consultant questions,

The key dates were as follows:

RFP Advertisement/Release	May 8, 2024
Pre-bid Meeting (optional)	May 15, 2024 at 9:00 AM Central Time
Deadline for Questions	May 17, 2024, by 3:00 PM Central Time
Submittal deadline	May 22, 2024, by 3:00 PM Central Time
Anticipated Award Recommendation	May 29, 2024

There were received five (5) attendees that joined the pre-bid meeting, representing four (4) unique consulting firms and CMAP received one (1) proposal. Freight forecasting models like the one CMAP is developing are an emerging area of travel modeling focus for MPOs and the respondent consulting firm is leading the industry in development and deployment of these models.

The proposal was reviewed by CMAP staff, who scored it independently based on the evaluation criteria included in **Attachment 1**.

Following consideration of the proposal, the evaluation panel determined that an interview was not necessary.

## Evaluation

The evaluation panel used the information from the process above to assess and score the submittals. The evaluation scores are included in **Attachment 2** and the assessment of the proposers was as follows:

Resource Systems Group, Inc. (RSG) The submission from this proposer demonstrated a solid understanding of the scope of services outlined in the request for proposals, including clear identification of the project deliverables and consideration of illustrative questions included in the RFP. The project team has familiarity with CMAP's freight model and a demonstrated ability to produce tools for visualizing model outputs both from within a single scenario as well as between scenarios. In addition, the proposed project schedule is appropriate for the tasks outlined in the submission.

## Recommendation for contractor selection

Following consideration of the proposal, the evaluation panel determined that Resource Systems Group, Inc. (RSG) represented a strong submittal based on the evaluation criteria. As noted, RSG is the industry leader in the deployment of this kind of freight model and has successfully delivered similar models to a handful of MPOs around the country.

The evaluation panel recommends entering into a contract with RSG for a term of up to 14-months, in an amount not to exceed \$190,000, being the price proposal rounded to the nearest thousand. The board authorization request includes an additional 10% increase for a total authorization of \$209,000.

Attachment 1: Evaluation criteria  
Attachment 2: Evaluation scores

###



### ATTACHMENT 3: EVALUATION CRITERIA - CONSULTANT SERVICES

CMAP will evaluate all responses to this proposal request for completeness and cost-effectiveness. The evaluation criteria shall include:

- 1) **Project team and firm capability.** Demonstrated record of experience of the Consultant firm(s) and identified staff, verified by references, in providing the professional services described in the scope of services.
  - 2) **Project approach and understanding.** Demonstrated understanding of the scope of services through the project approach; any recommended modifications to the scope are reasonable; and the project schedule is reasonable and meets the project goals.
  - 3) **Integration of Core Values.** Demonstrated understanding and commitment to CMAP's [Core Values](#) through the project approach, alignment with the consultant's core values, and/or through the project examples.
  - 4) **Project examples.** Verifiable examples of the Consultant firm(s) completing the same or similar deliverables through project examples.
  - 5) **Past performance.** Prior performance on previous CMAP contracts. Vendors who are or have been seriously deficient in current or recent contract performance, in the absence of evidence to the contrary or circumstances properly beyond the control of the Vendor, shall be presumed to be unable to meet these requirements. Past unsatisfactory performance is sufficient to justify a finding of non-responsibility.
- (Bonus) **DBE/MBE/WBE/VBE Participation.** CMAP will award one (1) bonus point overall to those qualified prime consultant respondents who have been certified as a DBE by the Illinois Unified Certification Program (IL-UCP); as a Minority Business Enterprise (MBE), or Women-Owned Business Enterprise (WBE) by the City of Chicago; or as an MBE, WBE, or Veteran-Owned Business Enterprise (VBE) by Cook County.

Selection will be weighted and based on the following criteria:

Evaluation Criteria	Maximum Points
1) Project team and firm capability	20
2) Project approach and understanding	25
3) Integration of Core Values	25
4) Project examples	30
5) Past performance	Responsible or non-responsible
Bonus) DBE/MBE/WBE/VBE Participation	1
Cost	



**ATTACHEMENT 2: EVALUATION SCORES**

RFP 299: Freight Model Scenario Development

<b>Vendor Name (alphabetical):</b>	<b>Average Vendor Score</b>	<b>Price Proposal Amount</b>
Resource Systems Group, Inc. (RSG)	90.00	\$ 189,034.88



**MEMORANDUM**

**To:** CMAP Board

**From:** Aimee Lee, Deputy of Transportation

**Date:** May 28, 2024

**Subject:** Authorization to enter into a contract with Nearmap US, Inc. as a result of RFP 300, for Aerial Imagery for a term up to 24-months with three, one-year optional renewals, in an amount not to exceed \$223,300

**Action Requested:** Approval

**Purpose**

Through this solicitation, CMAP is seeking one (1) vendor from which to license online web-based software and associated high-resolution aerial photography to support urban planning initiatives.

**Background**

The selected vendor will be responsible for providing both up-to-date imagery, collected throughout the contract period, and archival aerial imagery covering the Chicago Metropolitan Planning Area (MPA), consisting of the Illinois Counties of Cook, DuPage, Kane, Kendall, Lake, McHenry, and Will, the DeKalb County Townships of Somonauk and Sandwich, and the Grundy County Township of Aux Sable.

**Procurement process**

A Request for Proposals (RFP) was circulated and posted on the CMAP website, CMAP hosted a non-mandatory virtual pre-bid meeting to provide an overview of and answer vendor questions.

The key dates were as follows:

RFP Advertisement/Release	May 8, 2024
Pre-bid Meeting (optional)	May 15, 2024 at 9:00 AM Central Time
Deadline for Questions	May 17, 2024, by 3:00 PM Central Time
Submittal deadline	May 22, 2024, by 3:00 PM Central Time
Anticipated Award Recommendation	May 29, 2024

There were five (5) attendees that joined the pre-bid meeting, representing three (3) unique vendors and CMAP received two (2) proposals.

Proposals were reviewed by CMAP staff, who scored each proposal independently based on the evaluation criteria included in **Attachment 1**.

Following consideration of the proposals, the review panel determined that interviews were not necessary.

### **Evaluation**

The evaluation panel used the information from the process above to assess and score the submittals. The evaluation scores are included in **Attachment 2** and the assessment of the proposers was as follows:

Eagleview Technologies. The submission from this proposer exhibited several weaknesses, most notably the lack of full archive images for the region. The vendor also noted that its process left gaps in imagery, though “egregious” gaps would be reflowed. The vendor requested to change the terms of extending the contract terms to local government, effectively gutting the proposal.

Nearmap US, Inc. The submission from this proposer represents a superior approach, with fewer contingencies, full image archives going back several years, and high-quality data. The vendor was amenable to extending the availability of the images to local governments and select non-profit organizations representing Councils of Mayors.

### **Recommendation for contractor selection**

Following consideration of the proposals, the evaluation panel determined that Nearmap US, Inc. represented the strongest overall submittal based on the evaluation criteria.

The evaluation panel recommends entering into a contract with Nearmap US, Inc. for a term of up to 24-months, with three one-year renewal options in an amount not to exceed \$203,000, being the price proposal rounded to the nearest thousand. The board authorization request includes an additional 10% increase for a total authorization of \$223,300.

Attachment 1: Evaluation criteria

Attachment 2: Evaluation scores

###





## Chicago Metropolitan Agency for Planning

### ATTACHMENT 2: SUBMITTAL REQUIREMENTS - DATA PURCHASES OR SUBSCRIPTIONS

All responses to this request for proposals must submit **all** required documents by the submission deadline in order to be considered for the solicitation. The following documents are required:

1. **Proposal Submittal Form.** Submit the Proposal submittal form in the format provided along with all required executed sub-forms and certifications. The sub-forms and certifications include:
  - Project Examples - provide a minimum of three (3) and no more than five (5) examples of the Vendor team's relevant experience in producing similar work or other projects that the Vendor deems to be relevant to this solicitation.
  - Bidder Information - basic information for both the primary firm and any subcontractors
  - References - three (3) references that CMAP staff may contact regarding the Vendor's qualifications to undertake this project. Reference information shall include: organization name, contact name, title, phone number, email, and nature of relationship to reference.
  - Price Proposal Detail - with **all** proposed pricing for this data purchase or subscription.
  - Certifications - including Certification for Federally Funded Agreements and Specific Provisions Certifications Regarding Workers' Compensation Insurance; Bidder Information; DBE Information; and FTA Certification Regarding Lobbying
2. **Code Report.** A copy of the firms' SAMS.gov CAGE Code Report.
3. **Project Approach.** To demonstrate understanding of the work, provide a narrative of 1) the approach that will be used to complete the outlined scope of services, 2) how CMAP's [Core Values](#) will be integrated into that approach, and 3) how your qualifications and strengths uniquely position you for successful completion of the work.

Provide a project schedule that shows the activities and the estimated timeline for completion for each.

**Submittal material for this section shall be a maximum of two (2) pages, with one (1) page being the project schedule.**

4. **Optional - Project Example supporting materials.** In addition to the Project Examples Form, you may provide supporting materials for each of the three (3) to five (5) examples you listed.

**Submittal material for this section shall be a maximum of two (2) pages in length for each example.**

All RFP responses without all signed and dated required documents will be deemed unresponsive and will not be evaluated.

RFP responses without DUNS Numbers will be deemed unresponsive and will not be evaluated.

CMAP cannot legally enter into a contractual relationship without a valid, active cage code.

All contracted vendors MUST have a valid and ACTIVE System for Award Management (SAM) CAGE Code. If your firm does not have a CAGE Code, please begin the process now at [www.sam.gov](http://www.sam.gov) and register your entity. There is no fee for this registration.



**ATTACHEMENT 2: EVALUATION SCORES**

RFP 300: Aerial Imagery

<b>Vendor Name (alphabetical):</b>	<b>Average Vendor Score</b>	<b>Price Proposal Amount</b>
Pictometry International Corp. (dba EagleView)	51.00	\$ 150,000.00
Nearmap US, Inc.	92.50	\$ 202,525.00



**MEMORANDUM**

**To:** CMAP Board

**From:** Jennie Vana, Deputy of Communications and Engagement

**Date:** May 29, 2024

**Subject:** Authorization to enter into a contract with a vendor to be determined a result of RFP 301 for language translation and interpretation services for a term of up to 24 months, with three, one-year options, in an amount not to exceed \$300,000

**Action Requested:** Approval

**Purpose**

The Chicago Metropolitan Agency for Planning (CMAP) seeks to enter into a contract with a vendor for language translation and interpretation services into and from languages most commonly spoken by residents of northeastern Illinois.

**Background**

The selected vendor will be responsible for providing translation and interpretation services including, but not limited to in-person interpretation of oral communication and services to facilitate communication with persons that are visually or hearing impaired, the transcription of voice recordings, and the translation of written materials. The vendor will be responsible for ensuring that standard dialects are used for consistency and comprehension; for example, translations in Spanish shall be in dialects that are comprehensible to the majority of Spanish speakers, regardless of an individual’s heritage or country of origin.

**Procurement process**

A Request for Proposals (RFP) was circulated and posted on the CMAP website, CMAP hosted a non-mandatory virtual pre-bid meeting to provide an overview of and answer consultant questions.

The key dates were as follows:

RFP Advertisement/Release	May 8, 2024
Pre-bid Meeting (optional)	May 15, 2024
Deadline for questions	May 17, 2024
Answers to questions posted	May 20, 2024
Deadline for submissions	May 22, 2024

CMAP received four (4) proposals, and proposals will be reviewed for completeness and complete submittals will be reviewed by CMAP staff, who will score each proposal independently based on the evaluation criteria included in **Attachment 1**.

**Recommendation for contractor selection**

Following consideration of the proposals, the evaluation panel will determine which proposal represents the strongest overall submittal based on the evaluation criteria.

To facilitate the timely execution of a contract prior to the next scheduled Board meeting, the evaluation panel requests authorization to enter into a contract with a vendor to be determined for a term of up to 24-months, with three one-year renewal options in an amount not to exceed \$300,000.

Attachment 1: Evaluation criteria

###



**ATTACHMENT 1: EVALUATION CRITERIA - CONSUTANT SERVICES**

CMAP will evaluate all responses to this proposal request for completeness and cost-effectiveness. The evaluation criteria shall include:

- 1) **Project team and firm capability.** Demonstrated record of experience of the Consultant firm(s) and identified staff, verified by references, in providing the professional services described in the scope of services.
  - 2) **Project approach and understanding.** Demonstrated understanding of the scope of services through the project approach; any recommended modifications to the scope are reasonable; and the project schedule is reasonable and meets the project goals.
  - 3) **Integration of Core Values.** Demonstrated understanding and commitment to CMAP’s [Core Values](#) through the project approach, alignment with the consultant’s core values, and/or through the project examples.
  - 4) **Project examples.** Verifiable examples of the Consultant firm(s) completing the same or similar deliverables through project examples.
  - 5) **Past performance.** Prior performance on previous CMAP contracts. Vendors who are or have been seriously deficient in current or recent contract performance, in the absence of evidence to the contrary or circumstances properly beyond the control of the Vendor, shall be presumed to be unable to meet these requirements. Past unsatisfactory performance is sufficient to justify a finding of non-responsibility.
- (Bonus) **DBE/MBE/WBE/VBE Participation.** CMAP will award one (1) bonus point overall to those qualified prime consultant respondents who have been certified as a DBE by the Illinois Unified Certification Program (IL-UCP); as a Minority Business Enterprise (MBE), or Women-Owned Business Enterprise (WBE) by the City of Chicago; or as an MBE, WBE, or Veteran-Owned Business Enterprise (VBE) by Cook County.

Selection will be weighted and based on the following criteria:

<b>Evaluation Criteria</b>	<b>Maximum Points</b>
1) Project team and firm capability	20
2) Project approach and understanding	25
3) Integration of Core Values	25
4) Project examples	30
5) Past performance	Responsible or non-responsible
Bonus) DBE/MBE/WBE/VBE Participation	1
Cost	



**MEMORANDUM**

**To:** CMAP Board

**From:** Stephane Phifer, Interim Deputy of Finance

**Date:** May 30, 2024

**Subject:** Authorization to enter into a contract with an accounting firm to be determined as a result of RFP 303, for Accounting Services for a term up to 24-months with three, one-year optional renewals, in an annual amount not to exceed \$950,000

**Action Requested:** Approval

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**Purpose**

Chicago Metropolitan Agency for Planning is seeking an accounting firm to provide daily finance services to the agency. The firm would provide a team of personnel to conduct the accounting and finance activities of the agency and to assist in other finance issues as they arise.

**Background**

The Accounting program area of the agency provides for the design, implementation, and management of accounting, and business practice activities at CMAP. The finance program is responsible for ensuring that the agency is effectively operating within a fiscally constrained budget and meeting its core MPO responsibilities within the funding structure. This program is accountable for managing the accounting and reporting activities of the agency in accordance with accounting and auditing standards as required by the Office of Management and Budget (OMB), and for facilitating the annual audit to ensure the agency achieve an “unqualified” audit rating.

CMAP will be transitioning to a Microsoft D365 Enterprise resource planning (ERP) software system beginning with the 2025 fiscal year. And this along with significant staffing turnover in the accounting program, has created a challenge and an opportunity for the agency to assess the options in meeting the personnel needs for daily financial tasks.

The proposal is for a firm to provide a team of four (4) personnel to conduct the daily accounting tasks and annual reporting requirements for the agency. The work of the firm personnel would be directly supervised by the CMAP Accounting Principal. The Financial Planning and Analysis portion of the Finance Division’s work would continue to be completed

by CMAP staff. This includes budget and work plan development processes, performance measure monitoring, grant management, and procurements.

If an accounting firm can be identified that satisfies the agency's requirements at rates that are reasonable for the services provided, contracting with a firm will benefit the agency by providing scalability, flexible expertise, and operational continuity by quickly appointing qualified personnel to meet the agency's changing needs.

**Procurement process**

A Request for Proposals (RFP) was circulated and posted on the CMAP website, CMAP hosted a non-mandatory virtual pre-bid meeting to provide an overview of and answer questions.

The key dates were as follows:

RFP Advertisement/Release	May 24, 2024
Pre-bid Meeting (optional)	May 29, at 11:00 AM Central Time
Deadline for Questions	June 3, 2024, at 3:00 PM Central Time
Submittal deadline	June 7, 2024, at 3:00 PM Central Time
Estimated award recommendation	June 19, 2024

There were five (5) attendees that joined the pre-bid meeting, representing four (4) unique accounting firms.

The deadline for proposals to be submitted is forthcoming and those that are received will be reviewed for completeness and complete submittals will be reviewed by CMAP staff, who will score each proposal independently based on the evaluation criteria included in **Attachment 1**.

**Recommendation for contractor selection**

Following consideration of the proposals, the evaluation panel will determine which proposal represents the strongest overall submittal based on the evaluation criteria.

To facilitate the timely execution of a contract prior to the next scheduled Board meeting, the evaluation panel requests authorization to enter into a contract with an accounting firm to be determined for Accounting Services for a term up to 24-months with three, one-year optional renewals, in an annual amount not to exceed \$950,000.

Attachment 1: Evaluation criteria

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## Chicago Metropolitan Agency for Planning

### ATTACHMENT 1: EVALUATION CRITERIA - PROFESSIONAL SERVICES

CMAP will evaluate all responses to this proposal request for completeness and cost-effectiveness. The evaluation criteria shall include:

- 1) **Project team and firm capability.** Demonstrated record of experience of the Consultant firm(s) and identified staff, verified by references, in providing the professional services described in the scope of services.
  - 2) **Approach and understanding.** Demonstrated understanding of the scope of services through the project approach; any recommended modifications to the scope are reasonable; and the project schedule is reasonable and meets the project goals.
  - 3) **Integration of Core Values.** Demonstrated understanding and commitment to CMAP's [Core Values](#) through the project approach, alignment with the consultant's core values, and/or through project examples.
  - 4) **Client examples.** Verifiable examples of the Consultant firm(s) completing the same or similar deliverables through project examples.
  - 5) **Past performance.** Prior performance on previous CMAP contracts. Vendors who are or have been seriously deficient in current or recent contract performance, in the absence of evidence to the contrary or circumstances properly beyond the control of the Vendor, shall be presumed to be unable to meet these requirements. Past unsatisfactory performance is sufficient to justify a finding of non-responsibility.
- (Bonus) **DBE/MBE/WBE/VBE Participation.** CMAP will award one (1) bonus point overall to those qualified prime consultant respondents who have been certified as a DBE by the Illinois Unified Certification Program (IL-UCP); as a Minority Business Enterprise (MBE), or Women-Owned Business Enterprise (WBE) by the City of Chicago; or as an MBE, WBE, or Veteran-Owned Business Enterprise (VBE) by Cook County.

Selection will be weighted and based on the following criteria:

Evaluation Criteria	Maximum Points
1) Project team and firm capability	30
2) Approach and understanding	25
3) Integration of Core Values	15
4) Client examples	30
5) Past performance	Responsible or non-responsible
Bonus) DBE/MBE/WBE/VBE Participation	1
Cost	

## MEMORANDUM

**To:** CMAP Board

**From:** Stephane Phifer, Interim Deputy of Finance

**Date:** May 30, 2024

**Subject:** Authorization to amend contract C-22-0046 with Arctic Information Technology, Inc. for implementation of the D365 Enterprise Resource Planning (ERP) System for additional term of six months and the additional amount of \$300,000 for a total not to exceed amount of \$2,934,000.

**Action Requested:** Approval

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### Purpose

Chicago Metropolitan Agency for Planning is seeking to amend the contract with Arctic Information Technology, Inc. to facilitate the implementation of post go-live system functionalities for the agency's D365 Enterprise Resource Planning (ERP) System.

### Background

On June 8, 2022, the CMAP Board approved an agreement between CMAP and Arctic Information Technology, Inc. for a Microsoft Dynamics 365 ERP system and project management and implementation services related to the ERP in the not to exceed amount of \$2,394,220. On June 6, 2023, the CMAP Board approved an amendment to the contract to facilitate an efficient means of timecard integration with the agency's ADP payroll and human resource system for a total not to exceed amount of \$2,633,642.

The consultant is in the final stages of developing the Microsoft D365 enterprise resource planning (ERP) system with the go-live delivery set for July 1, 2024. As the agency is working with the consultant on the final configurations of the system, a number of functional enhancements have been identified that would increase the efficiency and effectiveness of the system after go-live. However, additional funding is required to implement these functions.

### Request

Authorization to amend contract C-22-0046 with Arctic Information Technology, Inc. for implementation of the D365 Enterprise Resource Planning (ERP) System for additional term of 6 months and the additional amount of \$300,000. notfor a total not to exceed amount of \$2,934,000.00, rounded to the nearest thousand.

## MEMORANDUM

**To:** CMAP Board

**From:** Michael Brown, Interim Planning Deputy

**Date:** May 30, 2024

**Subject:** Authorization to amend sole source contract C-24-0050 with DePaul University for Housing Data Snapshots, with three, one-year optional term renewals.

**Action Requested:** Approval

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### Purpose

Chicago Metropolitan Agency for Planning is seeking to amend the sole source contract with DuPaul University with an extended term to facilitate the completion of the project as scoped.

### Background

On September 13, 2023, the CMAP Board approved a sole source agreement, with one six-month option for renewal, with DePaul University to deliver Housing Data Snapshot data profiles for multiple jurisdictions. Due to unforeseen delays on both sides the project has not yet begun, therefore additional time is needed to complete the work.

### Request

Authorization to amend sole source contract C-24-0050 with DePaul University for Housing Data Snapshots, with three, one-year optional term renewals and retain the not-to-exceed amount of \$260,000.

###



**MEMORANDUM**

**To:** CMAP Board  
**From:** CMAP Staff  
**Date:** May 31, 2024  
**Subject:** Memorandum of Understanding between the CMAP Board and the MPO Policy Committee  
**Action Requested:** Information

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This memo provides an overview of the purpose of the Memorandum of Understanding (MOU) between the Chicago Metropolitan Agency for Planning (CMAP) Board and the Metropolitan Planning Organization (MPO) Policy Committee (Policy Committee). The MOU is to be reaffirmed periodically and will be brought before both boards at their annual joint meeting in October 2024.

At this time, no changes are being recommended. It is being shared for informational purposes in advance of the October joint meeting.

When CMAP was created in 2005, the intent was to bring together land use and transportation planning.

To codify this goal, the agency developed an MOU that sets forth a process for collaboration and coordination between CMAP as the state-designated comprehensive regional planning agency and the Policy Committee serving as the federally designated MPO for northeastern Illinois.

In the spirit of the creation of CMAP, the MOU recognizes the desirability and absolute necessity of the region’s planning for land use and transportation to remain integrated in an open and collaborative process in which socioeconomic and environmental objectives are appropriately considered. The renewal of the MOU is an opportunity for both bodies to affirm their intent to continue and strengthen the cooperative and productive relationship, which currently exists.

The MOU embodies the agreed upon framework used by the region to connect its land use to the transportation system, preserve its environment and sustain its economic prosperity. Both the CMAP Board and the MPO Policy Committee must be responsive to the region’s residents,

working cooperatively with municipalities and counties that maintain authority for local land use decisions.

The agreement covers the metropolitan planning area as defined by the U.S. Department of Transportation planning regulations and the region defined by the Regional Planning Act. The region includes the counties of Cook, DuPage, Kane, Kendall, Lake, McHenry and Will. The metropolitan planning area includes the region and Aux Sable township in Grundy County and Sandwich and Somonauk townships in DeKalb County. The agreement covers the working relationship between the two boards, whose responsibilities are defined in the Regional Planning Act and federal legislation.

Action: Informational



## MEMORANDUM

**To:** CMAP Board and MPO Policy Committee

**From:** CMAP Staff

**Date:** May 29, 2024

**Subject:** Socioeconomic forecast overview

**Action Requested:** Information

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### Background

Socioeconomic forecasts are essential for CMAP's long-range transportation plan (LRTP), which projects changes in population and employment at least 20 years into the future. The current LRTP extends to 2050.

The socioeconomic forecast consists of two parts, a regional forecast and a local forecast. The regional forecast projects the number of people, households, and jobs by sector in the region over the next thirty years. The regional forecast serves as the control for the local forecast, which allocates population and employment at the Census Block level to the year 2050. Each forecast year, the number of people, households, and jobs are required to add up to the totals in the regional forecast. CMAP is currently working with a consultant, UrbanSim Inc, to help develop the local forecast model.

### Forecast process

Population change has three components: births, deaths, and net migration. CMAP forecasts future fertility and mortality rates by looking at both historical data specific to the region and national projections provided by the Census Bureau. Population data is categorized by sex and grouped into five-year age ranges (i.e. 25- to 29-year-old women) and each age-sex combination has a different mortality rate and fertility rate; for example, older age groups have a higher mortality rate than younger age groups.

Migration into and out of the region is the most uncertain component of population change, influenced by both national and regional policy and economic forces. To inform this component, CMAP purchases an economic forecast from Moody's Analytics, a global leader in economic forecasting. This forecast helps balance the number of jobs in the region with the number of workers. After accounting for births and deaths, we project the number of people in

the labor force in order to estimate the number of employed workers. If there are more jobs than workers, we assume people will move to the region. Conversely, if there are more workers than jobs, we assume people will move out to seek employment elsewhere.

### **Preliminary forecast**

CMAP has drafted a regional forecast for discussion, projecting slower growth compared to the previous forecast. This decrease is due to changing demographic and economic trends, including lower birthrates post-2008 recession and a lower job forecast from Moody's Analytics, which has updated its models with recent data.

This draft is preliminary and will be updated based on feedback from staff, committee members, and advisory group members. Additionally, the input data (i.e. the economic forecast) that goes into the population forecast will be updated with newer data before producing the official regional forecast.

### **Population trends in context**

In November 2023, the US Census Bureau released its population projections for the nation through the year 2100. The forecast for 2050 has 28 million fewer people than the previous U.S. Census forecast published in 2017, due to lower birth rates and an aging population.

Every year of the U.S. Census forecast from 2022 to 2100 shows the population under 18 decreasing while population over age 65 increases. By 2029, the number of people aged 65 and older is projected to outnumber those under age 18 for the first time in US history. By 2038, deaths are projected to outnumber births in the US due to declining fertility rates.<sup>2</sup>

The Illinois Department of Public Health produces an Illinois state forecast from 2020 to 2030.<sup>3</sup> In this forecast, the region is expected to grow by 0.53%. From the year 2000 to the year 2010 the region grew by 3.4% and from 2010 to 2020, it grew by 1.7%.<sup>4</sup>

CMAP has been in discussions with peer MPOs and have been researching their published forecasts. These MPOs have also cited similar trends and are anticipating a slower growth rate than in their previous forecasts.

1 U.S. Government Publishing Office, *Electronic Code of Federal Regulations*, Title 23/Chapter I/Subchapter E/Part 450.324, <https://www.ecfr.gov>.

2 2023 Population Projections for the Nation, US Census, November 09, 2023, <https://www.census.gov/newsroom/press-kits/2023/population-projections.html>

3 Illinois, Chicago, and County Population Projects, ILDPH, April 2021, <https://dph.illinois.gov/content/dam/soi/en/web/idph/files/publications/population-projections-report-2010-2030.pdf>

4 Census 2010, 2020 – PL94 Redistricting Data, US Census Bureau



## MEMORANDUM

**To:** CMAP Board and MPO Policy Committee

**From:** CMAP Staff

**Date:** May 29, 2024

**Subject:** Analysis of transportation plans and priorities for 2026 RTP

**Action Requested:** Information

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One of the first steps in the multi-year effort to develop the 2026 Regional Transportation Plan (RTP) is to review transportation plans adopted in the region to better understand the current transportation goals in northeastern Illinois.

Currently, ON TO 2050's Mobility Chapter, Financial Plan, Regionally Significant Projects (RSPs), and relevant appendices serve as the transportation plan for this region. We are federally required to update the RTP every four years. The next RTP will maintain the 2050 planning horizon year and look to the ON TO 2050 plan as a preliminary foundation.

In the RTP development, CMAP must demonstrate consistency with the visions of national, state, and regional governments, in addition to complying with federal and state requirements.

CMAP reviewed and summarized 29 plans from the county, regional, state, and federal levels that will help frame conversations with stakeholders about the overall vision of the 2026 RTP as well as its potential goals, objectives, and strategies.

CMAP aims to uplift the current priorities of transportation partners and incorporate federal, state, regional, and local priorities in this early stage of the RTP development.

The inventory of the 29 partners' plans revealed common themes across shared priorities that have been organized into nine distinct goals listed below. While not every plan included each of these goals, this list is intended to generally represent the overarching goals that guide long-range transportation plans in northeastern Illinois.

1. Increase mobility and accessibility
2. Enhance multimodal connections
3. Preserve the existing transportation system
4. Improve safety and security
5. Mitigate climate change, enhance resilience, and protect the environment



6. Advance equity and environmental justice
7. Support economic growth and competitiveness
8. Optimize efficient freight system management and mitigate risks
9. Strategically govern, fund, and operate the system

A more detailed [memo](#) on the plan inventory for the 2026 Regional Transportation Plan was shared with the Transportation Committee at its May meeting.

### **Next steps**

CMAP will coordinate with board members, committee members, and transportation stakeholders to explore the following questions:

- Which goals remain relevant to the transportation needs and priorities of today?
- Are there transportation goals or approaches to certain topics that need to evolve to better reflect the current landscape?
- Are there any gaps or emerging trends that require the region to form consensus around new transportation solutions?

In the near future, CMAP will begin conducting outreach and engagement to inform these questions and the broader RTP vision. Starting in the summer of 2024, staff will request individual meetings with relevant federal and state agencies, county governments, City of Chicago, transit agencies, and other relevant stakeholders to discuss their transportation priorities.

Furthermore, CMAP will engage the Community Alliance for Regional Equity (CARE) and the Future Leaders in Planning (FLIP) to share information about the RTP process and provide opportunities for input. Additional opportunities to receive feedback include disseminating a public survey and opening an online portal where governments, advocacy organizations, community groups, or other entities can submit materials they would like CMAP to consider, such as research, plans, ideas, policy positions, or other relevant materials.



**MEMORANDUM**

**To:** CMAP Board and MPO Policy Committee  
**From:** CMAP Staff  
**Date:** May 31, 2024  
**Subject:** Speed Management Report  
**Action Requested:** Information

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CMAP has released a new report, titled: *Speed Management: Addressing our regional traffic safety crisis*, which provides background on the role of speeding in the current traffic safety crisis that is affecting our region, state, and country. The report details potential solutions for state and regional partners to address speeding through improved roadway design, reducing speed limits in urban areas and the development of a traffic safety culture that includes both educational initiatives and equitable enforcement practices.

Staff will provide an overview of the report’s recommendations. The executive summary of the report is attached here. The full report will be available for download from CMAP’s website in June.





Executive summary

# Speed Management

Addressing our regional traffic safety crisis



Chicago Metropolitan Agency for Planning

June 2024

# Addressing northeastern Illinois' traffic safety crisis

As the federally designated metropolitan planning organization for northeastern Illinois, the Chicago Metropolitan Agency for Planning (CMAP) is responsible for setting and reporting on highway safety performance targets. CMAP's first report on the region's highway safety performance targets in 2019 showed **increases in fatalities for drivers and non-drivers alike. There was also a rise in serious injuries among bicyclists and pedestrians.**

In response, CMAP launched the Safe Travel for All Roadmap (STAR), a comprehensive program to understand and address traffic safety issues in the region. STAR is a multiyear effort to improve roadway safety and reduce the number of traffic fatalities in the region through policy change, planning, and resources. This work is being done in collaboration with federal, state, and regional partners.

## STAR includes:

- A resource group of regional safety stakeholders
- A policy development initiative to establish recommendations to improve travel safety
- A data assessment for CMAP and local partners
- Technical assistance to plan traffic safety improvements
- Regionally-coordinated safety action plans for counties



Learn more about STAR and CMAP's regional traffic safety work at [cmap.is/safety](https://cmap.is/safety)



# Purpose

## Addressing speeding can help achieve regional safety goals

Improving travel safety is a key goal of [ON TO 2050](#), the comprehensive plan for northeastern Illinois. That goal has become more urgent with upward trends in traffic fatalities, including concerning increases in pedestrian and bicyclist fatalities over the past few years.

CMAAP's *Speed Management* report examines the causes of speed-related injuries and fatalities — particularly among vulnerable travelers like pedestrians and bicyclists — and highlights opportunities to reduce vehicle speed through research-based policies, designs, programs, and resources, using the Safe System Approach.

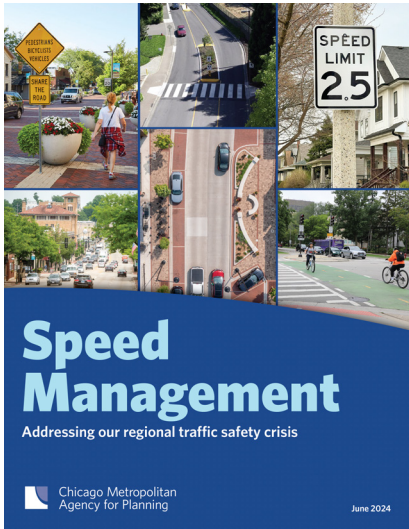
The research findings detailed in the report inform recommendations, including lower speed limits in urban areas, alternative methods of setting speed limits, and self-enforcing street designs that use physical and visual elements to inherently slow drivers down. Equitable enforcement and a traffic safety culture that aligns social norms across disciplines and environments can support these tools and promote safe driving speeds.

## Putting safety first

### The region should adopt policy, design, and enforcement practices that prioritize safety over speed

Traditional transportation planning practices emphasize fast and efficient automobile travel when considering roadway design, speed limits, and who roads should serve. **These vehicle-centered priorities are often at odds with the safety needs of pedestrians, bicyclists, and other vulnerable travelers.**

Many agencies in the U.S. are adopting the **Safe System Approach** to traffic safety, which is informed by [Vision Zero](#) successes in other countries. The Safe System Approach offers a set of principles and objectives that work together to create multiple layers of protection against the risk of crashes occurring and the risk of those crashes resulting in deaths.



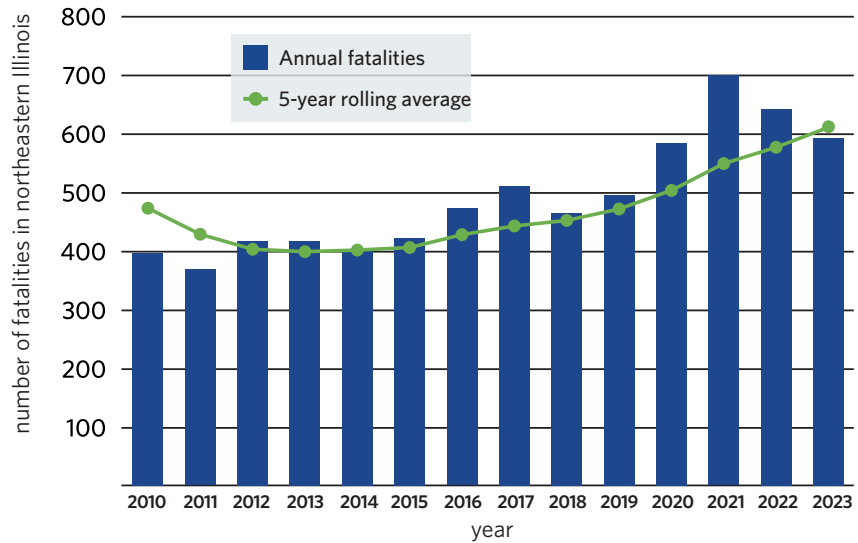
Read the full report at [cmap.is/safe-speeds](https://cmap.is/safe-speeds)

### Safe System Approach principles

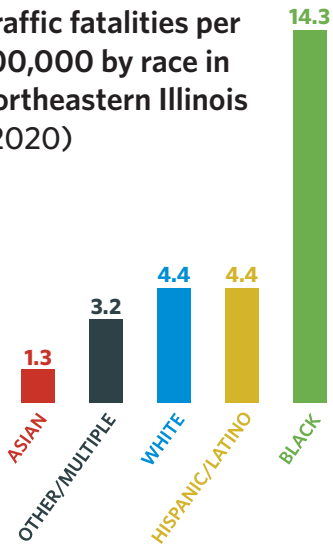
1. Death and serious injuries are unacceptable
2. Humans make mistakes
3. Humans are vulnerable
4. Responsibility is shared
5. Safety is proactive
6. Redundancy is critical

# Background

## Traffic fatalities have been increasing in northeastern Illinois



### Traffic fatalities per 100,000 by race in northeastern Illinois (2020)

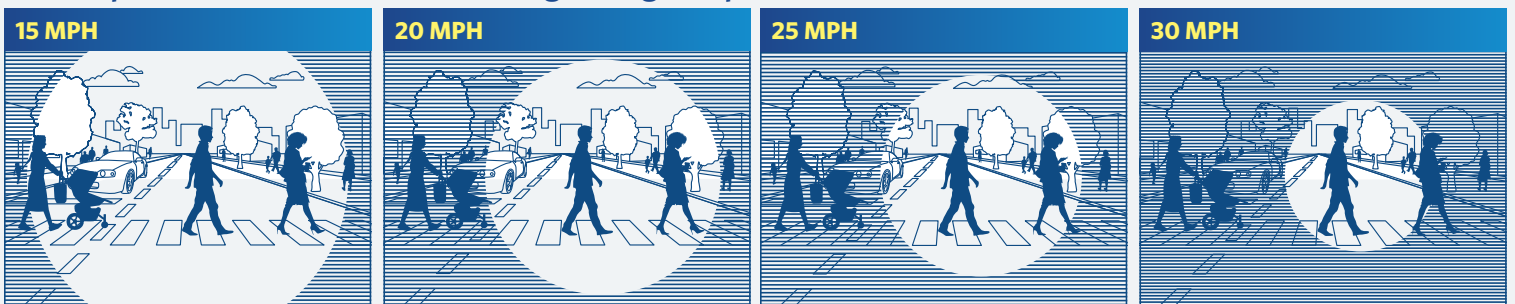


Traffic fatalities in our region have been increasing since 2014, with a significant spike during the COVID-19 pandemic that was paralleled by higher levels of pedestrian and bicyclist fatalities. Over the past several years, **speeding has been identified as a contributing factor in approximately 35-40% of fatal crashes in Illinois.** The impacts of speeding are not equitable; Black residents in our region experience disproportionately high rates of traffic fatalities, highlighting the need for equity assessments.

### Speeding-related crashes are increasingly prevalent on lower-speed urban roads and coincide with higher rates of fatalities and serious injuries.

These roads have frequent intersections, access to businesses, schools, and neighborhoods, and tend to serve multiple modes of transportation including people walking, biking, rolling, and accessing transit. In these complex environments, speeding creates dangers related to field of vision, reaction time, and the severity of injury.

### Drivers perceive less of their surroundings at higher speeds



Source: "Walkable City Rules," 2018.

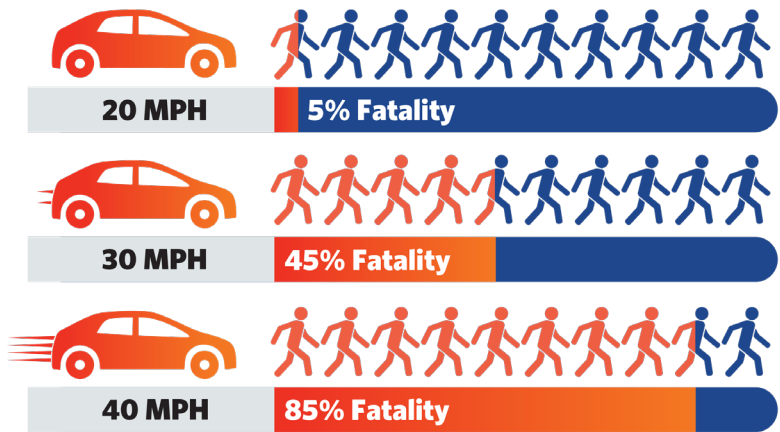
# How speed impacts safety

Speeding is especially dangerous to people walking, bicycling, using wheelchairs, and other vulnerable road users (VRUs)

VRUs do not have the protective shell of a vehicle to absorb some of the **kinetic energy** — the damaging force that is a function of an object's speed and weight — generated in a crash. This means that higher vehicle speeds significantly increase the risk of pedestrian fatality.



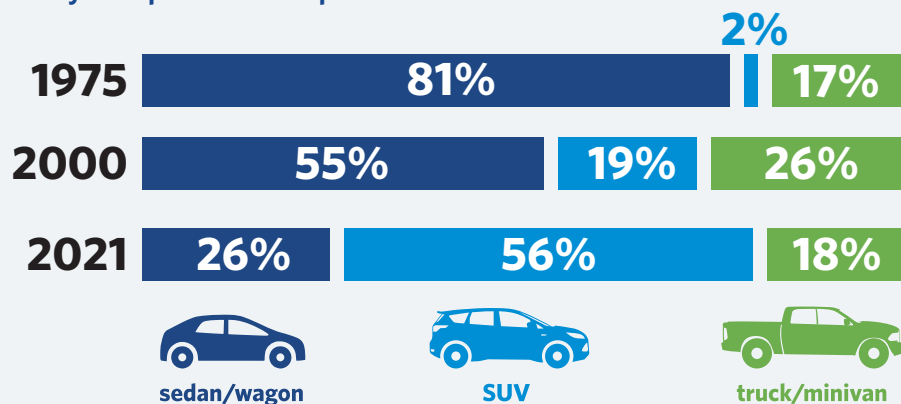
**Did you know?** Small changes in vehicle speed can have a big impact on the severity of a vehicle-pedestrian crash. For example, the **risk of pedestrian fatality drops by 64%** when cars travel an average of 26 mph rather than 30 mph.



Modern vehicles are larger and heavier on average, meaning they deliver more kinetic energy in a collision and pose a greater risk to other drivers and VRUs. Electric vehicles also tend to be heavier than their gas-powered counterparts. Lower-income drivers are more likely to drive older and smaller vehicles, further increasing the inequity of collision risks.

Policies, design standards, land use planning, education, and enforcement need to consider the features and risks of the modern vehicles on the road as they relate to safety of other drivers and VRUs.

**Larger and heavier vehicles make up a greater share of vehicles on the road today compared to the past several decades.**

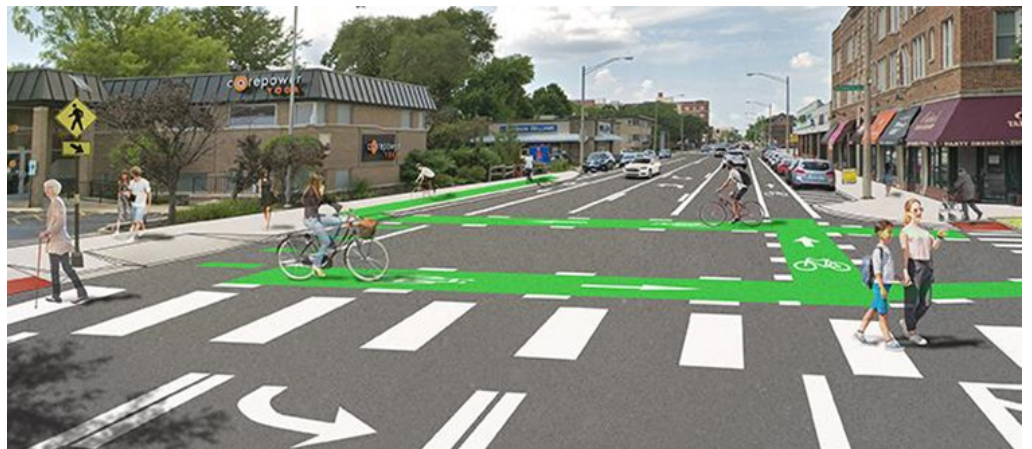




# Design, policy, and enforcement

## Prioritizing safety requires coordination across disciplines

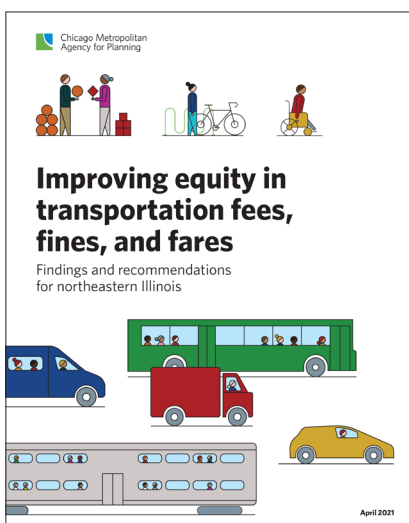
Our region must reconcile decades of infrastructure investments, policies, and practices that promote historic transportation priorities of speed and efficiency, often at the expense of safety for all road users. *Speed Management* details self-enforcing streets designs, speed limit setting methods, traffic safety culture strategies, and other tools that can support a regionally coordinated approach.



Above: The “road diet” on Madison Street in Oak Park, Illinois supports slower vehicle speeds and pedestrian/bicyclist safety through design features such as reduced vehicle lanes, marked bike lanes, and high-visibility crosswalks. Source: Federal Highway Administration.

## Equitable enforcement is critical to achieving public safety goals

Law enforcement plays a role in reducing speeding and changing driver behavior, but in-person police enforcement presents equity challenges. Automated speed cameras, on the other hand, theoretically mitigate issues related to racial profiling and traffic stops escalating to violence; further study on equity impacts is needed. Cameras also effectively leverage the certainty of enforcement to motivate drivers to slow down, though there are equity concerns around fines. Any speed enforcement program should be paired with alternatives to fines to further advance equity and safety.



Learn more about CMAP’s work improving equity in transportation fees, fines, and fares at: [cmap.is/fees-fines-and-fares](https://cmap.is/fees-fines-and-fares)



# Recommendations

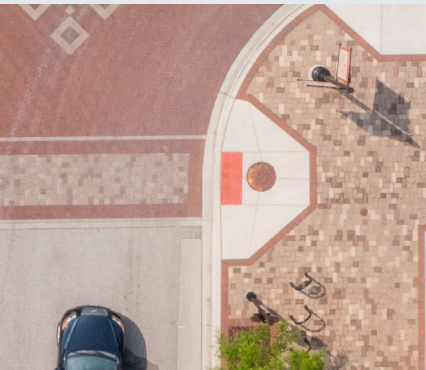
## Improve roadway design and capacity guidance to reduce speeding and exposure to safety risks

- Study and pilot new approaches to roadway capacity and design that reduce travel demand, encourage slower operating speeds, and support compliance with speed limits
- Improve existing design guidance and standards to support compliance with speed limits
- Increase funding for speed management projects by updating scoring metrics
- Improve project-level design guidance and local approaches to reduce speeding



## Reduce speed limits in urbanized areas where people walk, bike, and use transit

- Improve guidance to allow and encourage reduced speed limits
- Identify the most impactful changes to the motor vehicle code to support reduced speed limits
- Reduce the risks posed by larger and heavier vehicles
- Reduce speed limits by ordinance



## Support safe driving behavior with education and equitable enforcement

- Adopt the Safe System Approach
- Promote enforcement techniques that have been shown to improve driver behavior, reduce speeds proactively, and advance equity
- Improve the data needed to understand and address speeding
- Create a framework for a traffic safety culture that leverages education



The Chicago Metropolitan Agency for Planning (CMAP) is the region's comprehensive planning organization. The agency and its partners developed and are now implementing ON TO 2050, a long-range plan to help the seven counties and 284 communities of northeastern Illinois implement strategies that address transportation, housing, economic development, open space, the environment, and other quality-of-life issues.

See [cmap.illinois.gov](https://cmap.illinois.gov) for more information.

433 West Van Buren Street  
Suite 450  
Chicago, IL 60607

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[cmap.illinois.gov](https://cmap.illinois.gov)  
312-454-0400



## MEMORANDUM

**To:** CMAP Board  
**From:** CMAP Intergovernmental Affairs staff  
**Date:** May 29, 2024  
**Subject:** State legislative update  
**Action Requested:** Information

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The Illinois General Assembly has adjourned for the spring 2024 legislative session and passed the FY25 budget appropriation ([SB251](#)) and Budget Implementation Act (BIMP) ([HB4959](#)) legislation as well as other legislative measures that impacts CMAP’s work.

Below, please find below an update on key bills and legislative activity of interest. This information is up to date as of May 29, 2024.

### **SB3389/HB5078: RPA Modernization Bill**

SB3389 has passed both chambers as of 5/20/2024. It is anticipated to be signed by the Governor as it received unanimous support.

### **SB3388/HB5077: RPA Appropriation Bill**

The RPA funding bills were not incorporated into the FY25 budget. CMAP staff are appreciative of the Board’s engagement on this issue and look forward to continued discussion on how to advance this appropriation in the next legislative session.

### **FY25 Budget Legislation**

[SB251](#) – **\$DOR** (Sen. Sims, Jr./Rep. Gordon-Booth)

**Description:** FY25 Operating and Capital appropriations.

**Status:** Passed Both Houses on 5/29/2024

[HB4959](#) – **CREATIVE ECONOMY TASK FORCE** (Rep. Welch/Sen. Sims, Jr.)

**Description:** Creates the Fiscal Year 2025 Budget Implementation Act. Adds, deletes, and makes changes to various statutory provisions as needed to implement the State budget for Fiscal Year

2025. Effective immediately, except some provisions take effect July 1, 2024 and some provisions take effect January 1, 2025.

**Status:** Passed Both Houses on 5/29/2024

[HB4951](#) – **NEIGHBORHOOD CONCERT TAX** (Rep. Burke/Sen. Villanueva)

**Description:** FY25 revenue omnibus

**Status:** Passed Both Houses on 5/29/2024

### **Other bills of interest**

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

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

### **Transit and Bike/Ped**

[SB251](#) – **\$DOR** (Sen. Sims, Jr./Rep. Gordon-Booth)

**Description:** FY25 Operating and Capital appropriations.

**Status:** Passed Both Houses on 5/29/2024

CMAF staff is reviewing the FY25 budget and BIMP but wanted to highlight the following initial takeaways:

- The RTA Act requires the Road Fund to provide \$150M to the Public Transportation Fund (PTF) each year (plus funds for RTA debt service). The remainder of the PTF's annual funding has historically come from the General Fund.
- As noted in last month's update, the Governor's FY25 budget proposal sought to increase this \$150M transfer from the Road Fund to the PTF by \$175M, totaling \$325M.
- The FY25 BIMP instead increases the transfer from the Road Fund to the PTF by only \$75M, totaling \$225M. It also calls for \$50M from the Leaking Underground Storage Tank Fund (LUST Fund) to be transferred to the PTF. The LUST FUND is funded through a fraction of the MFT, but is separate from the Road Fund.

- Both the \$75M and \$50M transfers included in the FY25 BIMP are one-time transfers, to occur only in FY25. However, this sets a precedent for similar transfers in the future.
- The transfers do not provide new revenues for transportation, but rather shift the funding burden of the PTF away from the General Fund. This does not meet the transportation system's operating and capital needs at a time when 1) additional funds are needed and 2) the long-term sustainability of existing revenue sources — like the MFT — continues to be at risk.

#### [SB2844](#) – 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.

**Status:** Re-referred to Senate Assignments on 5/3/2024

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

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

**Status:** Passed Both Houses on 5/17/2024

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

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

**Status:** Re-referred to Senate Assignments on 5/3/2024

#### [HB4489 HA1](#) – BIKE/PEDESTRIAN PATH FUNDING (Rep. Ness/Sen. Jones, III)

**Description:** Provides that the Department of Transportation shall establish and solely fund bicycle and pedestrian ways in conjunction with the construction, reconstruction, or other change of any State transportation facility in an unincorporated area of a county that is located within one mile of a municipality with a population of over 50,000 (in addition to in or within one mile of a municipality with a population of over 1,000 people). Allows a county (in addition to a municipality) to opt out of bicycle and pedestrian way construction by passing a resolution stating that a bicycle or pedestrian way does not fit within its development plan.

**Status:** Placed on Senate Calendar Order of 2<sup>nd</sup> Reading on 5/21/2024

## **Transportation Infrastructure and Funding**

### **SB1767 SA1 – CARGO TRANSPORTATION TAX (Sen. Ventura)**

**Description:** Creates the Cargo Transportation Tax Act. Provides that a tax is imposed upon each retailer that transports by common carrier tangible personal property into the State from a point outside of the State. Provides that the tax is imposed based on the gross weight of the commercial motor vehicle. Provides that proceeds from the tax imposed by the Act shall be deposited into the Cargo Transportation Tax Fund, a special fund created in the State treasury. Provides that moneys in the Fund shall be used by the Department of Transportation for road projects in areas of the State that receive heightened levels of traffic as a result of the transportation of tangible personal property.

**Status:** Re-referred to Senate Assignments on 5/3/2024

### **HB5511 – PROCUREMENT-BID PREFERENCE (Rep. Hoffman/Sen. Castro)**

**Description:** Amends the Illinois Procurement Code. One change of note included in this procurement omnibus bill is the restoration of the language stricken last session from the Public-Private Partnerships for Transportation Act that requires any transportation facility developed under this act to be consistent with the regional plan of the MPO in whose boundaries the project is located. It also expands the definition of a “responsible public entity” to also include the five most populous counties in Illinois, in addition to IDOT and Tollway.

**Status:** Passed Both Houses on 5/28/2024

## **Climate**

### **SB1289 – INS-DENTAL CARE/REIMBURSEMENT (Sen. Fine/Rep. Williams)**

**Description:** Creates the Safety and Aid for the Environment in Carbon Capture and Sequestration Act (which may be referred to as the SAFE CCS Act).

**Status:** Passed Both Houses on 5/26/2024

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

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

**Status:** Re-referred to Senate Assignments on 5/17/2024

### **SB3323 SA2 & 3 – ACCESSIBLE EV CHARGING STATION (Sen. McConchie/Rep. Williams)**

**Description:** Creates the Accessible Electric Vehicle Charging Station Act. Requires the Department of Transportation to ensure that charging stations in the State are sufficiently accessible to allow independent use by drivers with disabilities, including people who have

limited or no hand dexterity, limb differences, or upper extremity amputations and use adaptive driving controls. Requires chargers designed to serve people who use mobility devices to be located on an accessible route. SA2 adds language providing that the Attorney General shall have the authority to enforce the Act and that the Attorney General may investigate any complaint or reported violation of the Act and, if necessary, to ensure compliance. SA3 provides that the Act does not apply to a charger owned by a resident of a single-family home, a condominium association, a common interest community association, a master association, or a residential housing cooperative if the charger is not used for a commercial purpose.

**Status:** Re-referred to House Rules Committee on 5/10/2024

[HB4196 HCA1](#) – **VEH CD – ELECTRIC SCHOOL BUSES** (Rep. Moylan/Sen. Villivalam)

**Description:** Requires the Illinois Environmental Protection Agency to establish a Fleet Electrification Incentive Program to provide fleet owners and operators in the State grants to promote the use of eligible electric vehicles. Provides that the Agency shall use a points-based evaluation and shall award additional points to an application from an eligible purchaser whose eligible electric vehicles are to be domiciled in an equity investment eligible community.

**Status:** Referred to Senate Assignments on 5/17/2024

### Water Resources Management

[SB771 SFA1](#) – **REGULATION - TECH** (Sen. Ellman)

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

**Status:** Placed on Senate Calendar Order of 3<sup>rd</sup> Reading on 4/9/2024

[SB2628/HB4207 HCA1 & HFA2](#) – **TRANSPORTATION-FLOOD INSURANCE** (Sen. Koehler/Rep. Chung)

**Description:** Amends the Rivers, Lakes, and Streams Act. Requires the Department of Natural Resources to ensure that State agencies comply with the National Flood Insurance Program requirements. Requires all State agencies to obtain a special flood hazard area development permit before undertaking development activity on State-owned property that is located in a special flood hazard area. Requires the Department to adopt an administrative rule setting forth a State special flood hazard area development program to ensure that specified conditions are met for the issuance of permits prior to any State agency development within a special flood hazard area. Allows the Department of Natural Resources to adopt emergency rules.

**Status:** SB2628 Passed Both Houses on 5/24/2024; HB4207 was referred to Senate Assignments on 4/16/2024

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



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

**Status:** Passed Both Houses on 5/22/2024

### **Regional Economy**

#### **SB3455 – IDOR-PROP TX STUDY** (Sen. Martwick/Rep. Canty)

**Description:** Provides that the Department of Revenue, in consultation with the Department of Commerce and Economic Opportunity, shall conduct a study to evaluate the property tax system in the State. Provides that the Department of Revenue may determine the scope of the historical data necessary to complete the study, but in no event shall the scope or time period be less than the 10 most recent tax years for which the Department has complete data.

**Status:** Passed Both Houses on 5/20/2024