



CMAP BOARD

AGENDA - FINAL

Wednesday, January 11, 2023

9:30 AM

Please join from your computer, tablet or smartphone.

<https://us06web.zoom.us/j/84341801786>

Meeting ID: 843 4180 1786

One tap mobile

+13126266799,,84341801786# US (Chicago)

1.0 Call to Order and Introductions

2.0 Agenda Changes and Announcements

3.0 Approval of Minutes

3.01 CMAP Board meeting minutes from November 9, 2022

[23-023](#)

ACTION REQUESTED: Approval

Attachments: [CMAP Board 11.9.22 Minutes](#)

4.0 Executive Director's Report

4.01 Executive director's report

[23-024](#)

ACTION REQUESTED: Information

Attachments: [2023 IJIA Priority Projects for Northeastern Illinois](#)

5.0 Procurements and Contract Approvals

5.01 Contract approval with SLG Innovation for three-years, with two one-year optional renewals, in the amount of \$5,071,213 for IT consulting services

[23-014](#)

SLG's contract with CMAP expires in March 2023. CMAP is currently implementing a new agency wide enterprise and resource planning (ERP) system to manage all financial functions. In part due to turnover in Finance and Administration Division, CMAP has relied heavily on SLG Innovation for leadership and support of all technology systems as well as the implementation of the ERP. Due to their extensive knowledge of CMAP technology systems and participation in ERP implementation, their continued involvement is imperative for a successful transition to a new financial system. It is recommended that CMAP enter into a three-year sole source contract with SLG Innovation with the option of two one-year renewals.

ACTION REQUESTED: Approval

Attachments: [Sole Source SLG Innovation Board Report](#)

5.02 Contract approval for three-year agreement with ICF, Incorporated for the development of a resilience improvement plan for a not-to-exceed amount of \$834,715. **23-017**

PURPOSE & ACTION: This project will assist CMAP is meeting the United States Department of Transportation's (UDSOT's) minimum requirements for a resilience improvement plan.

ACTION REQUESTED: Approval

Attachments: [RFP 268 ICF Board Report](#)

6.0 Other Items for Approval

6.01 2023 roadway safety performance targets **22-590**

Under federal law, State departments of transportation and MPOs are required to establish quantitative highway safety performance targets on an annual basis and use a set of performance measures to track progress toward the long-term goal of eliminating traffic related fatalities and serious injuries on all public roads. Staff will summarize the proposed 2023 highway safety targets and requests that the CMAP Board and MPO Policy Committee approve the recommendation to support IDOT's 2023 highway safety targets.

ACTION REQUESTED: Approval

Attachments: [Board MPO SafetyTargets 2023](#)

6.02 2023 Federal and State Advocacy Agenda **23-025**

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

ACTION REQUESTED: Approval

Attachments: [CMAP AdvocacyAgenda FINAL](#)

7.0 Information Items

7.01 DRAFT FY2024 Budget and Workplan **23-026**

PURPOSE & ACTION: A presentation of highlights from the draft FY2024 Annual Budget and Workplan. Staff will return in February for a detailed review of the budget and workplan for the board's consideration and action.

ACTION REQUESTED: Information

Attachments: [DRAFT Budget Memo FY24](#)

7.02 Plan of Action for Regional Transit (PART) report update **23-001**

PURPOSE: Update of CMAP's work to develop a transit system report, the Plan of Action for Regional Transit (PART) report, as required by the Illinois General Assembly, including progress on work completed since November and an overview of expected activities over the next couple of months.

ACTION REQUESTED: Information

7.03 Sole source contract approval with Eno Center for Transportation in the amount of \$250,000 and cooperative contract with HNTB in the amount of \$300,000, for various transportation planning services in support of the Plan of Action for Regional Transit (PART) project approved by Executive Committee [23-016](#)

PURPOSE & ACTION: The Illinois General Assembly passed legislation requiring CMAP to complete an analysis and make recommendations for the future of the transit system in northeastern Illinois. The broad scope and accelerated timeline of the reports required that CMAP solicit external support to complete the work by the required deadline.

At its November 9, 2022 meeting, the CMAP Board delegated its authority to the Executive Committee to consider and approve contracts required to complete PART. The Executive Committee met on December 14, 2022 and approved contracts with Eno Center for Transportation and HNTB. Consistent with the bylaws, the Executive Committee is reporting its actions to the CMAP Board.

ACTION REQUESTED: Information

Attachments: [HNTB and Eno Board Reports](#)

8.0 Other Business

9.0 Public Comment

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

10. Next Meeting

The next meeting is scheduled for Wednesday, February 8, 2023

11.0 Adjournment



CMAP BOARD

MEETING MINUTES - FINAL

Wednesday, November 9, 2022

9:30 AM

Members of the public who attend in-person can pre-register for a visitor's pass at info@cmap.illinois.gov until Tuesday, November 8 at 4:00 p.m. or should plan to arrive early to check-in with the building's information desk for access.

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

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

Meeting ID: 835 5486 2584

Passcode: 162541

One tap mobile

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

1.0 Call to Order and Introductions

Chair Bennett called the meeting to order at 9:43 a.m. and reminded the audience that the meeting is being held in-person and virtual as allowed by the governor's disaster proclamation.

Present: Gerald Bennett, Frank Beal, Matthew Brolley, Karen Darch, Paul Goodrich, Jim Healy, Nina Idemudia, Richard Reinbold, Nancy Rotering, Carolyn Schofield, Anne Sheahan, and Matthew Walsh

Absent: John Noak, Stefan Schaffer, and Diane Williams

Non-Voting: Kouros Mohammadian, and Leanne Redden

(Members Healy, Rotering, Schofield, and Sheahan attended the meeting virtually.)

Staff present: Laurent Ahiablame, Erin Aleman, Bill Barnes, Nora Beck, Michael Brown, John Carpenter, Teri Dixon, Phoebe Downey, Austen Edwards, Ryan Ehlke, Alex Ensign, Doug Ferguson, Grover, Jon Haadsma, Noah Harris, Kasia Hart, Craig Heither, Tricia Hyland, Matthew Kolasny, Natalie Kuriata, Aimee Lee, Tony Manno, Linda Mastandrea, Alexis McAdams, Amy McEwan, Tim McMahon, Evan Means, Martin Menninger, Nikolas Merten, Jason Navota, Julie Reschke, Elizabeth Scott, Vicky Smith, Sarah Stolpe, Leo Torres, Jennie Vana, Blanca Vela-Schneider, Mary Weber, Piotr Wietzrak, Laura Wilkison, Alonzo Zammarron

Others present: Leonard Cannata, Kaci Crowley, Eric Czarnota, Buck Doyle, Jackie Forbes, Jessica Hector-Hsu, Kendra Johnson, Tom Kotarac, Jill Leary, Heidi Lichtenberger, Brittany Matyas, Adam Miliszewski, Heather Mullins, Leslie Rauer, Gordon Smith, Tina Smith, Joe Surdam, Jennifer Todd-Goynes, Freddy Vasquez

2.0 Agenda Changes and Announcements

Chair Bennett thanked Member Schofield for serving as pro-tem chair at the October 12, 2022 CMAP Board and MPO Policy Committee Joint meeting.

3.0 Approval of Minutes

3.01 Minutes from the joint October 12, 2022 CMAP Board and MPO Policy Committee meeting

[22-509](#)

Attachments: [CMAP Board 10.12.22 Minutes](#)

A motion was made by Member Nancy Rotering, seconded by Member Matthew Walsh, that the October 12, 2022 CMAP Board and MPO Policy Committee meeting minutes be approved. The motion carried by the following vote:

Aye: Frank Beal, Matthew Brolley, Karen Darch, Paul Goodrich, Jim Healy, Nina Idemudia, Richard Reinbold, Nancy Rotering, Carolyn Schofield, Anne Sheahan and Matthew Walsh

Absent: John Noak, Stefan Schaffer and Diane Williams

Abstain: Gerald Bennett

Non-Voting: Kouros Mohammadian and Leanne Redden

4.0 Executive Director's Report

4.01 Executive director's report

[22-512](#)

Executive Director Erin Aleman's report included updates to the AMPO and NARC conferences, CMAP's call for projects, Safe Streets and Roads for All (STAR) funding, Regional Greenhouse Gas Inventory (GHG) and mitigation work, Infrastructure Investment Jobs Act (IIJA) implementer convenings, the agency's draft federal and state advocacy agenda, and Plan of Action for Regional Transit (PART) work. Executive Director Aleman reported on a \$70,000 grant from Chicago Community Trust to support the PART project work. Finally, CMAP is accepting nominations for its 2023 Regional Excellence Awards, where projects and individuals are recognized for their work that prioritizes equity, strengthens resiliency in our region, and makes communities more competitive.

The Executive Director's report was received and filed.

5.0 Procurements and Contract Approvals

Approval of the Group Vote

A motion was made by Board Member Karen Darch, seconded by Board Member Matthew Brolley, to approve agenda items 5.01 through 5.03 under one vote. The motion carried by the following vote:

Aye: Gerald Bennett, Frank Beal, Matthew Brolley, Karen Darch, Paul Goodrich, Jim Healy, Nina Idemudia, Richard Reinbold, Nancy Rotering, Carolyn Schofield, Anne Sheahan and Matthew Walsh

Absent: John Noak, Stefan Schaffer and Diane Williams

Non-Voting: Kouros Mohammadian and Leanne Redden

5.01 Contract approval with Wejo, in the amount of \$126,693, for vehicle waypoint data for the Regional Traffic Safety Action Plan

[22-482](#)

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

This item was approved under Consent Vote.

- 5.02 Cost increase request for Nearmap, US Digital Aerial Imagery, in the amount of \$1,770, to provide an additional license to CMAP contracted consultants.** [22-483](#)

Attachments: [Cost increase for Nearmap](#)

This item was approved under Consent Vote.

- 5.03 Contract approval with Civic Consulting Alliance, in the amount of \$70,000, for the establishing and structuring of a steering committee for the "Plan of Action for Regional Transit" (PART) Program** [22-530](#)

Attachments: [PART CCA-CCT contract memo 10282022](#)

This item was approved under Consent Vote.

6.0 Committee Reports

- 6.01 Transportation Committee update** [22-522](#)

Attachments: [2022 Annual Report - Transportation Committee](#)

Executive Director Erin Aleman reported that the Transportation Committee's annual report was included in the agenda packet for the Board's review.

The Transportation Committee's annual report was received and filed.

7.0 Other Items for Approval

- 7.01 2023 CMAP Board meeting schedule** [22-513](#)

Attachments: [2023 Board Meetings - Memo](#)

Executive Director Erin Aleman presented the 2023 Board meeting schedule. Executive Director Erin Aleman discussed the importance of finding a good balance between in-person meetings and virtual meetings should legislation continue to permit remote meetings. A list of possible in-person meetings was included in the packet.

The Board discussed the benefits and drawbacks to remote and in-person meetings.

A motion was made by Member Matthew Brolley, seconded by Member Karen Darch, that the 2023 CMAP Board meeting schedule be approved. The motion carried by the following vote:

Aye: Gerald Bennett, Frank Beal, Matthew Brolley, Karen Darch, Paul Goodrich, Jim Healy, Nina Idemudia, Richard Reinbold, Nancy Rotering, Carolyn Schofield, Anne Sheahan and Matthew Walsh

Absent: John Noak, Stefan Schaffer and Diane Williams

Non-Voting: Kourous Mohammadian and Leanne Redden

- 7.02 2023 CMAP Committees** [22-515](#)

Attachments: [2023 Committees approval](#)

Executive Director Erin Aleman reported that staff recommends no changes to the existing committee structure.

A motion was made by Member Richard Reinbold, seconded by Member Nancy Rotering, that 2023 CMAP Committees be approved. The motion carried by the following vote:

Aye: Gerald Bennett, Frank Beal, Matthew Brolley, Karen Darch, Paul Goodrich, Jim Healy, Nina Idemudia, Richard Reinbold, Nancy Rotering, Carolyn Schofield, Anne Sheahan and Matthew Walsh

Absent: John Noak, Stefan Schaffer and Diane Williams

Non-Voting: Kouros Mohammadian and Leanne Redden

7.03 The CMAP Board delegates authority to the Executive Committee to consider and approve contracts necessary to meet the requirements from the Illinois General Assembly [22-535](#)

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

Executive Director Erin Aleman reported that CMAP is working on the analysis and recommendations of the Policy Action on Regional Transit (PART) as mandated by the Illinois General Assembly. In order to complete the work in time, there is a need to outsource some key elements of the work through contracts funding from the FY2023 budget. The contracts were not ready for the November meeting but will be prepared in December when the Board does not typically meet. Staff is requesting that the Board delegate its authority of approving these specific PART-related contracts to the Executive Committee and that they be brought as an information item to the Board in January 2023. Executive Director Aleman reported that the Board might want to consider an amendment to the bylaws to allow this provision for future contracts when the Board is unable to meet.

A motion was made by Member Frank Beal, seconded by Member Matthew Brolley, to delegate its authority to the CMAP Board for the approval of certain contracts related to the PART project.. The motion carried by the following vote:

Aye: Gerald Bennett, Frank Beal, Matthew Brolley, Karen Darch, Paul Goodrich, Jim Healy, Nina Idemudia, Richard Reinbold, Nancy Rotering, Carolyn Schofield, Anne Sheahan and Matthew Walsh

Absent: John Noak, Stefan Schaffer and Diane Williams

Non-Voting: Kouros Mohammadian and Leanne Redden

8.0 Information Items

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

Tony Manno, principal in the Planning Division, reported that CMAP has been working with its regional county board chairs, the City of Chicago, economic development organizations, and other key partners on how to strengthen the regional economy coming out of the pandemic. CMAP has partnered with TIP Strategies on data and actionable strategies in the region.

Jennifer Todd-Goynes, senior consultant with TIP Strategies, provided a high-level overview of TIP Strategies data analysis, the proprietary tool created for CMAP, and recommendations. The Board discussed how land use strategies are being used in the proprietary tool and next steps.

TIP Strategies provided a presentation on its new tool on occupational quality and access.

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

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

John Carpenter, Legislative Affairs Director, presented a draft of the 2023 Federal and State Advocacy Agenda. The combined agenda reflects the policy and legislative recommendations that will be

needed to fully leverage the opportunities available to our region since the passage of the Infrastructure Investment Jobs Act (IIJA) and Climate and Equitable Jobs Act (CEJA).

The draft agenda was informed by CMAP's strategic direction and was realigned to reflect CMAP's core focus areas of transportation, regional economy, and climate. This document will be brought to the Board for approval at the Board's January 2023 meeting.

Discussion ensued regarding the need for additional details of the agenda once the General Assembly is in session. Member Idemudia requested additional information on any land-use issues that CMAP will be advocating on behalf of.

A presentation of the draft 2023 Federal and State Advocacy Agenda was provided.

8.03 ILGA Plan of Action for Regional Transit (PART) report update

[22-519](#)

Elizabeth Scott, principal in Regional Policy and Implementation, reported that the Illinois General Assembly passed legislation requiring CMAP to complete a long-term financial viability analysis of the transit system and make recommendations for the future of the transit system in northeastern Illinois. This PART report will focus on a multiple aspects of transit including safety, security, cleanliness, efficiency, and how transit can support and foster efficient land use.

The PART report will be a huge endeavor for CMAP and will require internal and external support to complete. Elizabeth Scott reviewed the timeline of the project, noting that CMAP has targeted the CMAP Board and MPO Policy Committee's joint meeting in October 2023 for approval of the draft report and submittal of the report to the legislation in January 2024. The Steering committee structure was reviewed and the committee will focus on three areas: 1) the system that we want; 2) how to pay for the system; and 3) how to implement it.

An update of the PART report was presented.

9.0 Other Business

There was no other business to come before the Board.

10.0 Public Comment

Garland Armstrong, Iowa resident, inquired whether the CMAP Board will hold a meeting in December. He also thanked CMAP for their work on ADA. Executive Director Erin Aleman reported that there will not be a Board meeting in December.

11.0 Next Meeting

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

12.0 Adjournment

A motion was made by Member Karen Darch, seconded by Member Nina Idemudia, to adjourn the meeting. The motion carried by the following vote:

Aye: Gerald Bennett, Frank Beal, Matthew Brolley, Karen Darch, Paul Goodrich, Jim Healy, Nina Idemudia, Richard Reinbold, Nancy Rotering, Carolyn Schofield, Anne Sheahan and Matthew Walsh

Absent: John Noak, Stefan Schaffer and Diane Williams

Non-Voting: Kouros Mohammadian and Leanne Redden

The meeting was adjourned at 11:05 a.m.

Minutes prepared by Blanca Vela-Schneider.

Northeastern Illinois Infrastructure Initiative

INVEST HERE



AND

INVEST EVERYWHERE

January 2023

MESSAGE FROM THE CHICAGO METROPOLITAN AGENCY FOR PLANNING

The Infrastructure Investment and Jobs Act (IIJA) creates a transformational opportunity to strengthen northeastern Illinois’ transportation system, which has a far-reaching impact on the economic strength and resiliency of Illinois, the Midwest, and the nation.

Investing in northeastern Illinois is an investment everywhere. Our region is the third largest U.S. metropolitan area strategically located at the center of the country and the global economy. It’s the nation’s hub for freight and goods movement, home to big business and industry with major highways, O’Hare and Midway International Airports, a world-class port on Lake Michigan, and more.

This report reflects the highest-priority projects across the region. It is supported by the State of Illinois, the City of Chicago, the seven counties, RTA, CTA, Metra, Pace, and the CREATE program.

Our region is speaking with one voice. Transportation partners worked together to prioritize and achieve consensus around big, bold, sustainable solutions to our region’s transportation challenges. In fact, these projects align with the core principles that guide IIJA and our region — inclusive growth, resilience, and prioritized investment.

For example, our proposed Mega projects to modernize I-290 Blue Line corridor and Chicago’s Union Station, along with Metra lines that serve commuters throughout our region, embody the goals of IIJA. As nationally significant projects with multi-jurisdictional support from nearly a dozen agencies, these multimodal projects will go a long way to connect and strengthen communities here and well beyond our borders.

For these reasons and so much more, we believe this region delivers distinctiveness not found in any other market. With support from IIJA, we are ready to rebuild and reimagine our infrastructure so that it is equitable, sustainable, resilient, accessible, and safer for our nearly 8.6 million residents.

Sincerely,

Erin Aleman
Executive Director of CMAP

Mayor Gerald R. Bennett
CMAP Board Chair and Palos Hills Mayor

Northeastern Illinois infrastructure Initiative

1 region with **7 counties** and **8.6M** people

1 regional transportation voice

17 transportation agencies’ participation in IIJA regional collaborative process

5 convenings in 2022

3 goal:
Working together with a shared vision of prioritized investment, we can foster more competitive applications that result in more dollars granted and more shovel-ready projects, yielding a stronger, more equitable, and resilient region

3 key objectives:

1. Identify and align priority projects
2. Analyze and prioritize projects
3. Achieve consensus on list of priority projects and programmatic priorities

1 list of priority projects

24 transformational investments that will grow the regional and national economies, and make our transportation system safer and more resilient



BIG, BOLD, MEGA TRANSPORTATION PROJECTS



Chicago Hub Improvement Program (CHIP)

This [multi-state supported project](#) includes three major components: Chicago Union Station (CUS) Enhancements, Chicago Area Infrastructure Improvements, and Chicago-Detroit Infrastructure Improvements. This project will provide significant economic benefits across the Midwest as the key to increasing passenger rail service to more than 160 communities, and to connecting O’Hare Airport (4th busiest in the world) to McCormick Place, which sees 3 million visitors annually from across the world. It aims to transform high-speed regional and intercity passenger rail service, connect job centers, reduce our carbon footprint, and more:

- Expand service in the Midwest boosting local economies
- Deliver faster and more reliable service
- Improve rider accessibility and the customer experience for both Amtrak and Metra riders
- Modernize the nearly century-old CUS to provide code-compliant, accessible platforms
- Improve safety and yield environmental benefits from fewer vehicles on roads
- Promote equity, social justice, and environmental justice

I-290 – Blue Line Modernization

This first-of-its kind multimodal corridor is a [priority project](#) for the region given the many economic, safety, and mobility benefits:

- Fully reconstruct 1958-era track, reduce vehicular congestion, and improve person throughput in the corridor
- Fully accessible transit stations
- Grow the economy and jobs (+19,000 construction-related jobs)
- Grow prosperity and inclusion in traditionally economically disconnected areas.
- Improve resilience and environmental justice

CREATE Program (75th Street Corridor)

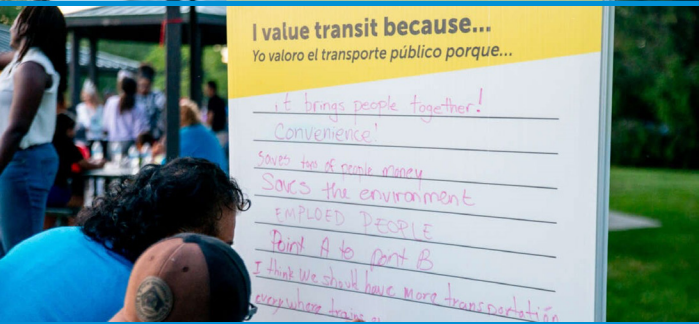
The largest project in the [Chicago Region Environmental and Transportation Efficiency \(CREATE\) Program](#) provides regional and national economic and environmental benefits:

- Increase passenger and freight rail efficiencies, improve service performance, and improve safety and traffic delays
- Advance national goals of supporting the country’s supply chain, enhancing passenger rail service, and directly benefiting Justice40 communities along the corridor
- Eliminate the most congested rail chokepoint in the Chicago terminal — Belt Junction — where 30 Metra and 90 freight trains cross paths each day

Target IIJA opportunities

- Multimodal Discretionary Grant Program (Mega and INFRA)

THE REGION RIDES ON TRANSIT



Transit is the Answer

The region's transit systems continued to be a lifeline for more than 250,000 daily riders during the worst of the pandemic. While many continued to ride, many other people stopped riding transit or rode less frequently, which meant that fewer fares were collected. The region's transit agencies — Chicago Transit Authority, Metra, and Pace — are bracing for an expected budget shortfall of \$730 million by 2026. The Regional Transit Authority's [Transit is the Answer](#) and CMAP's Plan of Action for Regional Transit will develop comprehensive solutions that can sustain the future of transportation and strengthen the second largest transit system in the country.



Investing in accessibility for an inclusive and thriving region

The All Stations Accessibility Program (ASAP) can provide needed funding to invest in our region's legacy rail system by upgrading stations and meeting or exceeding Americans with Disabilities Act (ADA) standards. CTA and Metra are committed to making the region's rail system 100 percent ADA accessible. This funding will support the CTA's [ASAP](#), a blueprint for making the remaining rail stations fully accessible over the next two decades. While the Metra Station Accessibility Plan (MSAP) is currently being drafted, the agency's 2023-2027 Capital Program will make 11 of the system's 57 stations - that are currently not accessible - fully accessible.

Target IIJA opportunity

- All Station Accessibility Program (ASAP)



Red Line Extension (RLE)

The proposed Chicago Transit Authority's (CTA) [Red Line Extension](#) project would extend the line 5.6 miles from the existing terminal at 95th/Dan Ryan to 130th Street and add four new fully-accessible stations delivering benefits to Chicago, Cook County and the entire region. RLE will connect more than 100,000 residents to 25,000 additional jobs within a 45-minute commute. Over the life of the project, RLE is estimated to deliver more than 3,200 jobs annually, nearly \$2 billion in pay to workers on the project, and more than \$5 billion in total business output to Cook County.

- Advance equity and federal Justice40 goals by expanding affordable rapid transit to historically underserved communities
- Promote economic opportunity through connections to jobs, educational opportunities, housing, and other services, as well as economic development on the City's Far South Side
- Improve air quality, reduce greenhouse gas emissions, and provide multi-modal connections at stations to bus, bike, pedestrian, and park and ride facilities

Target IIJA opportunity

- Capital Investment Grant Program (New Starts)



Investing in bus priority improvements to keep our region moving

IIJA provides opportunities such as FTA's Capital Investment Grants Program to support the region's bus rapid transit (BRT) efforts.

- Pace's [Bus on Shoulder](#) program continues to expand with routes on I-55, I-94, and I-90; I-55 ridership is up more than 700 percent since the program launched and on-time performance is up 20 percent.
- As part of the Driving Innovation strategic vision plan, Pace has committed to expanding its [Pulse network](#) of arterial bus rapid transit that provides fast, frequent, and reliable bus service in heavily traveled corridors of Chicagoland.
- The [Bus Priority Zone program](#) is a partnership between CTA and CDOT that targets pinch points along major bus routes to speed up "bus slow zones," which are often caused by traffic congestion, insufficient space for bus boarding, or a major intersection that creates a bottleneck. CTA and CDOT will continue to identify targeted corridors for bus priority investments in the [Better Streets for Buses plan](#) – a comprehensive, citywide plan for bus priority streets in Chicago.

Pace Pulse Halsted Line

The South Halsted Pulse Line project is a collaboration between Pace and CTA that provides bus-focused enhancements along South Halsted between the CTA 79th St Red Line Station and the Pace Harvey Transportation Center. Future improvements include Pulse Halsted Line stations every half mile between 95th St and 154th St, as well as sections of dedicated bus lanes, queue jumps, transit signal priority and local stop improvements throughout the corridor.

Pace I-294 Passenger Facilities Improvements

The Tri-State (I-294) Tollway is a north-south roadway in the Chicago region, providing access to major employment centers and O'Hare International Airport. In 2016, the Illinois Tollway initiated its Central Tri-State (I-294) Project, which includes a 22-mile segment carrying the heaviest volume of passenger and freight traffic and twice the amount of congestion delays compared to the entire Tollway system. The Regional Transportation Authority (RTA) and Pace identified ways that Pace buses can capitalize on roadway improvements being constructed by the Illinois Tollway and support future Bus on Shoulder services along I-294 connecting riders from Harvey to O'Hare Airport, promoting regional coordination, equity and bus-rapid-transit.

Target IIJA opportunities for Northeastern Illinois

- Capital Investment Grants Program
- Rebuilding American Infrastructure with Sustainability and Equity (RAISE)



Investing in and greening the region's public transportation

Home to one of the first transit agencies in the country to operate electric buses in all seasons, our region is a leader in advancing green infrastructure. With grant assistance from the Federal Transit Administration, we are prioritizing these investments.

- CTA and Pace already have committed to zero-emissions fleets by 2040.
- CTA's [Charging Forward Plan](#) is electrifying and converting its fleet – one of the nation's largest bus systems with nearly 1,900 buses and more than 120 routes plus seven bus garages.
- Pace's [Driving Innovation Plan](#) provides the framework and commitment to ensure the region's entire bus fleet becomes zero-emissions by 2040.
- Metra's first-of-its-kind [plan](#) calls for converting up to six of its oldest diesel locomotives to zero-emission battery power, significantly reducing its emissions footprint and greatly improving air quality.
- FTA's Rail Vehicle Replacement grant program can support CTA's purchase of up to 300 new 9000 Series electric propulsion passenger rail cars and Metra's Modern Railcars Project to replace up to 58 railcars from 1970s, both of which will provide an improved riding experience to customers.

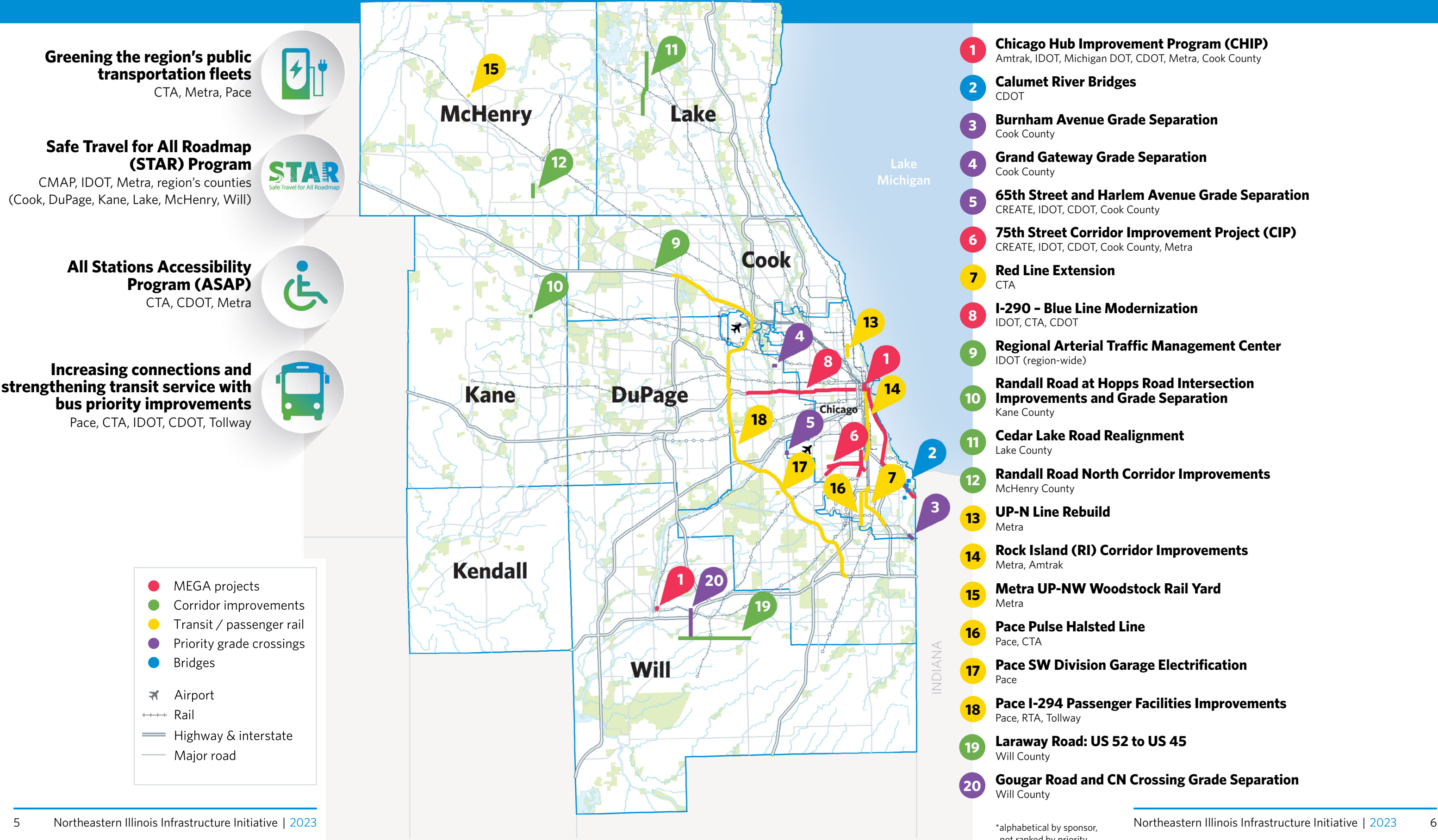
Pace Southwest Division Garage Electrification

Proposed expansion and modernization of Pace's Southwest Division will support many Pace initiatives and the region's commitment to a greener future. These initiatives include future proofing the facility to accommodate a phased transition to an all-electric fleet, Pulse 95th Street Line implementation and planned Express Bus services along I-294.

Target IIJA opportunities

- Bus and Bus Facilities (Low-No Grants)
- Rail Vehicle Replacement Program
- Rebuilding American Infrastructure with Sustainability and Equity (RAISE)
- Infrastructure for Rebuilding America (INFRA)

NORTHEASTERN ILLINOIS PRIORITY INVESTMENTS



FORTIFYING THE NATION'S FREIGHT AND PASSENGER RAIL HUB



Investing in our nation's freight hub

Northeastern Illinois is the preeminent freight hub in North America. A quarter of all freight in the nation originates, terminates, or passes through metropolitan Chicago, which is home to six of the seven Class I railroads, ten interstate highways, O'Hare Airport - one of the world's busiest cargo airports, and the only connection between the Great Lakes and Mississippi River systems. Investments in this region's rail has local, regional, and national impacts and advances federal safety, climate, and Justice40 goals. Regional partners prioritized [47 crossings for grade separations](#) or other improvements, including these priority projects:



Leaders break ground on CREATE 75th St. CIP, October 2022

Burnham Avenue Grade Separation (Cook County)

This project will improve safety and mobility where five railroad tracks (NS, NICTD, CSX) cross Burnham Ave, which carries 14,200 vehicles per day, resulting in over three hours of downed gate time daily.

Grand Gateway Grade Separation (Cook County)

The National Transportation Safety Board labeled this at-grade rail crossing "inherently dangerous" in 2008. They also mandated a grade separation to improve safety where more than 25,000 vehicles and 128 passenger freight trains pass daily.

One of every four U.S. freight trains passes through Chicago. That's about 500 freight trains and 800 passenger and commuter trains every day. Partnerships, like the [Chicago Region Environmental and Transportation Efficiency program \(CREATE\)](#), are working to make the region's railroad network safer, more efficient and better able to accommodate growth in freight and passenger traffic.

65th and Harlem Avenue Grade Separation (CREATE Program, GS1)

This is a longstanding priority project for the region with its location at the largest railroad switching facility in the country that dispatches more than 8,400 railcars daily. The proposal will construct an overpass to eliminate the at-grade road crossing, enhancing multimodal facilities and improving safety, air quality, emergency response times, and transit reliability. It also would advance federal Justice40 goals.

Gougar Road and Canadian National Railway (CN) Crossing Grade Separation (Will County)

Will County is home to largest inland port in North America with more than \$65 billion worth in products flowing through the port annually. In addition to its impact on freight movement, Gougar Road has long been a priority grade crossing for the region because the corridor provides important connectivity to Interstate 80, Silver Cross Hospital, Lincoln Way West High School, and other essential local services.

Target IIJA opportunities

- Infrastructure for Rebuilding America (INFRA)
- Consolidated Rail Infrastructure and Safety Improvements (CRISI)
- Railroad Crossing Elimination (RCE) Program
- Rebuilding American Infrastructure with Sustainability and Equity (RAISE)



Investing in our region's passenger rail system

The region's rail system is one of northeastern Illinois' most critical assets that improves air quality, allows travelers to avoid congested highways, and connects people to jobs, education, entertainment, and other amenities. IIJA opportunities should be targeted at projects that enhance Metra's operational capabilities that positions our regional rail system to serve new ridership patterns. Those projects include bridges, signal systems, track, interlockings, and other vitally important assets.



Metra UP-North Line Rebuild

The UP-North is the third busiest line on the Metra system. This project will replace eleven 120-year-old bridges and four miles of track structure, and more than 1.75 miles of retaining walls along a two-mile corridor from Fullerton Avenue to Addison Street in Chicago.

Metra Rock Island Corridor Improvements

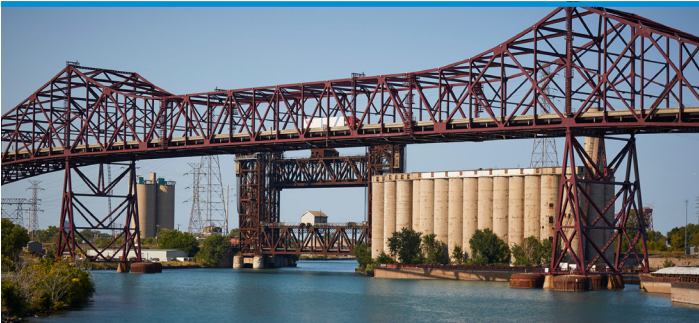
The proposed project includes construction of an additional main line for Metra operation. This improvement, along with the CREATE 75th CIP creating a rail-rail flyover connection, will reduce congestion and freight conflicts and will connect Metra's SouthWest Service with the existing Rock Island (RI) line, increasing capacity and improving reliability. The project also supports the rerouting of Amtrak service onto the RI.

Metra UP-NW Woodstock Rail Yard

Relocating the Metra UP-NW Rail Yard from downtown Crystal Lake to Woodstock will increase operating and maintenance efficiency, reduce idling near populated areas, and allow Metra to extend trains to serve fast-growing central McHenry County.

Target IIJA opportunities

- Federal-State Partnership for State of Good Repair
- Consolidated Rail Infrastructure and Safety Improvements (CRISI)
- Railroad Crossing Elimination (RCE) Program
- Rebuilding American Infrastructure with Sustainability and Equity (RAISE)



Investing in our region's bridges and viaducts

The region's bridges and viaducts play a critical role in connecting communities and the movement of people and freight. The IIJA provides historic funding at the federal and state level through the new Bridge Investment Program to ensure the region's infrastructure in good condition. CMAP is leveraging its [Regional Infrastructure Accelerator](#) award from the U.S. Department of Transportation for the delivery of infrastructure projects, with one of the target assets being bridges for potential bundling. County partners like McHenry have also found innovative ways to support local bridge needs through the development of a County and Township Bridge Program. Metra and Amtrak are leveraging passenger rail funding to replace a few bridges on the Metra system, but many funding needs remain for the 926 bridges Metra operates over.

Calumet River Bridges (City of Chicago)

These proposed bridge rehabilitations would improve freight flow at the Illinois International Port District's Iroquois Landing, which serves as an essential supply chain link for the national, state, and regional freight transportation systems. It also will support critical connections between Chicago's South Side (high-need communities) and the region.

Target IIJA opportunity

- Bridge Investment Program

SOLVING THE REGION'S SAFETY AND CONNECTIVITY CHALLENGES



Investing in safer, more complete streets and trails for all

To improve travel safety in the region, CMAP, in partnership with IDOT, counties across the region, Metra, and several municipalities, applied for grants under the Safe Streets and Roads for All (SS4A) Program. The first-ever [Safe Travel for All Roadmap \(STAR\)](#) initiative will provide technical assistance to develop county safety action plans. The City of Chicago's [Vision Zero Chicago Action Plan](#) aims to eliminate death and serious injury from traffic crashes. In the first round of SS4A, Chicago applied for funding to implement the Vision Zero South Side Communities project.

More than 1,100 miles of trails and extensive on-street bikeways provide active connections across the region. The IJIA provides multiple opportunities to implement - CMAP's [Northeastern Illinois Greenways and Trails Plan](#) and Chicago's [Citywide Vision for a Connected Network of Trails and Corridors](#) - and expand the region's trails and bikeways to increase community connections, travel opportunities, and accessibility throughout the region.

Target IJIA opportunities

- Safe Streets and Roads for All Program
- Rebuilding American Infrastructure with Sustainability and Equity (RAISE)
- Active Transportation Infrastructure Grant Program



Investing in multimodal connections and innovative technology

IJIA can support this region in achieving a well-integrated, multimodal transportation system that can seamlessly move people and goods within and through the seven counties of northeastern Illinois. The Rebuilding American Infrastructure with Sustainability and Equity (RAISE) Program and the Strengthening Mobility and Revolutionizing Transportation (SMART) Grants Program are target opportunities to support safety and mobility investments.

Regional Arterial Traffic Management Center (IDOT)

A high priority for the state and the counties, a new regional traffic management center will improve safety and mobility by optimizing existing resources, increasing operational coordination and resource sharing, and introducing innovative improvements to the system while expanding service.

Randall Road at Hopps Road Intersection Improvements and Grade Separation (Kane County)

This road realignment and grade separation will improve safety and relieve congestion, as well as accommodate projected future traffic growth. The proposed project also improves the resiliency of the corridor with a new enclosed drainage system and calls for a multi-use path that can close an existing gap for bicyclists and pedestrians.

Cedar Lake Road Realignment (Lake County)

This proposed realignment will improve safety and increase capacity within a high-traffic Lake County corridor that sees 7,600 to 17,000 vehicles daily. Other benefits include improved operations at a Metra crossing, improved bicycle and pedestrian connectivity, upgrades for transit and non-motorized users, upgrades to the Metra station and platform, and improvements to the Pace bus stop.

Randall Road North Corridor Improvements (McHenry County)

This project will increase capacity for congestion relief along the most heavily traveled north-south corridor in McHenry County. It also will improve transit signals priority at all intersections to improve operations of the Pace Route 550. A multi-use path and a Continuous Green T intersection, or "seagull intersection," will be added to channel traffic and improve traffic flow and safety.

Laraway Road: US 52 to US 45 (Will County)

This proposed road realignment will improve a key freight corridor that connects I-57 and I-80 to the entrance of several intermodal yards. It serves as a critical east-west corridor for the region by reducing traffic delays, providing safer travel for bicyclists and pedestrians, reducing vehicle emissions, and improving access to Metra's commuter rail service.

Target IJIA opportunities

- Rebuilding American Infrastructure with Sustainability and Equity (RAISE)
- Strengthening Mobility and Revolutionizing Transportation (SMART)

As the nation's transportation hub, infrastructure investments here strengthen Illinois, the Midwest, and U.S.

Our priority investments help achieve the nation's transportation goals

- ✓ Advances equity and Justice40 goals
- ✓ Supports livable, accessible, healthy communities
- ✓ Keeps the nation's supply chain moving
- ✓ Supports the National Roadway Safety Strategy
- ✓ Reduces emissions and congestion within the transportation sector
- ✓ Builds a more resilient future for the nation's freight hub

WHY HERE?



Illinois is **ranked #1** for infrastructure by CNBC America's Top States for Businesses 2021



\$3 trillion in goods move through northeastern Illinois each year by truck, rail, water, and air freight



A robust regional economy with a gross regional product of **\$665 billion** a year



Approximately **25%** of all freight trains and **50%** of all intermodal trains in the U.S. pass through northeastern Illinois



Home to **6 of the nation's 7** busiest railroads, **10** interstate highways, and O'Hare Airport, one of the world's busiest cargo airports



Our competitive advantage: Transportation and logistics firms represent a **\$20.6 billion** industry and employ **106,000** workers throughout the seven-county Chicago region



Industries that rely on goods shipments (manufacturing, construction, and retail and wholesale trade) collectively represent over one-quarter of all jobs in the region and add over **\$158 billion** a year to the regional economy



Northeastern Illinois' expansive transportation system includes

- 29,989 miles of federal roads
- 3,650 bridges
- 7,200 miles of rail lines
- 1,646 rail crossings
- More than 1,200 bike trail miles

Contact information

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Chicago Metropolitan Agency for Planning

MEMORANDUM

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

To: CMAP Board

From: Piotr Wietrzak
Director, Finance and Administration

Date: January 11, 2023

Re: Contract Approval with SLG Innovation for three-years with two optional years for renewal in the amount of \$5,071,213 for IT consulting services

On March 14, 2018, the CMAP Board approved a contract with SLG Innovation for IT Consulting Services. The vendor selection was made as a result of a competitive bid process. The current contract with SLG is expiring in March of 2023 and CMAP is seeking Board approval to enter into a sole source agreement with the vendor to support continuity of operations.

CMAP is currently in the process of implementing a new Enterprise Resource Planning (ERP) application for Finance and Administration and has relied heavily on SLG Innovation to assist it and its vendor in integrating the new system with CMAP's existing network. Continuing the contract for another three years, will provide consistent oversight and implementation coordination for the agencies systems. Due to the complexity of this new ERP system and the short timeline for which to complete the implementation, it would not be operationally prudent or convenient to explore other vendor options at this time.

CMAP staff is seeking approval to enter into a three-year sole source contract with SLG Innovation, for its convenience, with two one-year optional renewals. The not-to-exceed cost of the three-year agreement will not exceed \$2,902,087 and will include annual service costs, an SLG employee to act as the virtual IT manager, a training and contingency budget for unanticipated IT work not currently covered in the negotiated scope of services. The maximum five-year contract will not exceed \$5,071,213. Support for this contract is included in the FY2023 annual Operating budget and will be included in the annual Operating budget in subsequent

years. The optional renewal years will be dependent on performance and the level of approved funding for this purpose.

ACTION REQUESTED: Approval



Chicago Metropolitan Agency for Planning

433 West Van Buren Street
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cmap.illinois.gov

MEMORANDUM

To: CMAP Board

From: Piotr Wietrzak
Director, Finance and Administration

Date: January 11, 2023

Re: Contract Approval for 3-year Agreement with ICF for the development of a Resilience Improvement Plan for a not-to-exceed amount of \$834,715.

Climate change and extreme weather are causing more frequent flooding and temperature-related impacts on northeastern Illinois' transportation system. Inclement weather conditions cause road closures, traffic slowdowns, transit delays, crashes, and damage to electronic devices including traffic lights, message signs, and cameras. These disruptions affect drivers, transit users, pedestrians, and cyclists, and the region's most vulnerable residents are particularly affected by disruptions to the transit network. These capacity and performance issues are only expected to worsen.

In response to these challenges, in early 2022, CMAP convened transportation, stormwater, and emergency management stakeholders to solicit input on a scope of work for a risk-based vulnerability assessment and resilience improvement plan. This work seeks to understand transportation system vulnerability to climate change and identify strategies to build resilience in the seven-county region of northeastern Illinois. It complements ongoing efforts by transportation, emergency management, and stormwater agencies to increase regional transportation resilience, including assessing vulnerability, upgrading stormwater design standards, pursuing partnerships to address flooding issues, and investing in a zero-emissions transit system.

This work will also help CMAP meet USDOT's minimum elements of a resilience improvement plan and make the region fully eligible and prepared to pursue Promoting Resilient Operations for Transformative, Efficient, and Cost-saving Transportation (PROTECT) grant program funding. The project will implement recommendations from the ON TO 2050 comprehensive regional plan and help CMAP comply with Federal requirements for improving the resiliency and reliability of the transportation system, reducing stormwater impacts of surface

transportation, and developing strategies to reduce the vulnerability of the existing transportation infrastructure to natural disasters and extreme weather.

To support this effort, CMAP initiated a request for proposals from a consultant or team of consultants to work with the agency and regional partners to conduct a risk-based assessment of the regional transportation system (Phase 1) and develop a resilience improvement plan based on the assessment results (Phase 2). The scope of work also included four optional scope elements for CMAP to consider: 1) Criticality assessment, 2) Climate scenarios and projections, 3) Impacts on transit riders, and 4) Economic impact analysis.

Review Process

A Request for Proposals (RFP) was circulated and posted on the CMAP website on October 14, 2022. On November 10, 2022, CMAP received proposals from AECOM, Arcadis, GRAEF, ICF, Jacobs, and Tetra Tech.

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

1. The demonstrated record of experience of the consultant as well as identified staff in providing the professional services identified in this scope of work.
2. The consultant's Phase 1 approach to develop a risk-based assessment of regional transportation vulnerability to climate change that meets the minimum requirements outlined in current and future PROTECT Program guidance. This includes an evaluation of the strength and innovativeness of the approach and any optional or additional enhancements.
3. The consultant's Phase 2 approach to develop a resilience improvement plan that meets the minimum requirements outlined in current and future PROTECT Program guidance. This includes an evaluation of the strength and innovativeness of the approach and any optional or additional enhancements.
4. The consultant's approach to the optional scope elements, including (1) Criticality assessment; (2) Climate scenarios and projections; (3) Impacts on transit riders; and (4) Economic impact analysis. This includes an evaluation of the strength and innovativeness of the approach and any optional or additional enhancements.
5. The quality and relevance of the examples of similar work.
6. The consultant's integration of the principles of ON TO 2050 into the proposal.
7. Prior performance of previous CMAP contracts will be considered. Consultants 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 Consultant shall be presumed to be unable to meet these requirements. Past unsatisfactory performance will ordinarily be sufficient to justify a finding of non-responsibility.
8. Cost to CMAP, including consideration of all project costs and per-hour costs.

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

Table 1. Average team scores for all proposals

Criteria	Maximum Score	AECOM	Arcadis	GRAEF	ICF	Jacobs	Tetra Tech
Record of experience	15	10.1	8.6	4.5	14.1	9.9	11.3
Consultant's approach to Phase 1 (assessment)	15	12.2	9.8	5.3	12.9	10.6	11.9
Consultant's approach to Phase 2 (plan)	15	9.1	10.8	4.5	11.9	8.9	11.8
Consultant's approach to optional scope elements	10	6.6	5.9	2.8	7.8	5.9	6.5
Quality and relevance of examples of similar work	20	12.8	12.8	6.0	18.0	12.3	14.7
Consultant's integration and alignment to ON TO 2050	5	3.6	4.3	1.5	4.4	2.9	3.6
Prior performance on CMAP contracts	0	0	0	0	0	0	0
Cost to CMAP	20	10.03 (\$876,210)	7.98 (\$1,101,847)	20.00 (\$439,439)	10.53 (\$834,715)	9.96 (\$881,989)	10.41 (\$844,380)
Total	100	64.4	60.1	44.5	79.6	60.4	70.1

Recommendation for Contractor Selection

Following consideration of the 6 proposals and interviews with the top two teams, the Selection Committee decided that the ICF team presented the strongest approach, experience, similar work examples, and nuanced understanding of CMAP and the region's resilience needs.

The ICF team has remarkable experience in the transportation resilience field, having developed transportation resilience guidance for FHWA, risk-based transportation vulnerability assessments for MPOs and state DOTs, and currently helping MPOs and state DOTs develop resilience improvement plans. The team outlined a clear and efficient approach that will ensure CMAP meets USDOT's minimum elements of a resilience improvement plan and can be adapted to respond to the needs of both CMAP and regional partners. The proposal was particularly strong in its approach to developing a resilience improvement plan that outlines priority projects as well as strategies to integrate climate resilience into transportation decision-making. Their overall approach addresses each task thoroughly in a manner that is achievable within the project time frame.

CMAP staff is seeking Board approval to enter into a three-year agreement with ICF for the Resilience Improvement Plan for the not-to-exceed cost of \$834,715.00. Support for this project will be provided by FY2023, FY2024, and FY2025 UWP funds.

ACTION REQUESTED: Approval



MEMORANDUM

To: CMAP Board and MPO Policy Committee

From: CMAP Staff

Date: December 23, 2022

Subject: 2023 Roadway safety performance targets

Purpose: Under federal law, State departments of transportation and MPOs are required to establish quantitative highway safety performance targets on an annual basis and use a set of performance measures to track progress toward the long-term goal of eliminating traffic related fatalities and serious injuries on all public roads. **Staff will summarize the proposed 2023 highway safety targets and requests that the CMAP Board and MPO Policy Committee approve our recommendation to support IDOT's 2023 highway safety targets.**

Action Requested: Approval

Under [federal law](#), state departments of transportation (DOTs) and metropolitan planning organizations (MPOs) are required to establish annual roadway safety targets as five-year rolling averages, in this case 2019-2023, on all public roads for the following metrics:

- (1) number of fatalities,
- (2) rate of fatalities per 100 million vehicle miles traveled (VMT),
- (3) number of serious injuries,
- (4) rate of serious injuries per 100 million VMT, and
- (5) number of non-motorized fatalities and non-motorized serious injuries.

MPOs have the choice to support the state's roadway safety targets or develop their own roadway safety targets for any or all individual measures. Since this requirement took effect in 2018, CMAP has elected to support the State's targets. The targets for the number and rate of traffic fatalities have not been achieved to date, due to an upward trend in traffic fatalities that began in 2014 and spiked in 2020 and 2021. This is a deeply concerning issue that is occurring nationally as well as locally. CMAP will be reexamining our safety target setting over the next year to ensure that we continue to account for recent trends, our developing program of work, and ON TO 2050 principles.

CMAP continues to take actionable steps to improve regional roadway safety. Among those activities are a new and expanded Safe and Complete Streets Program, which will continue the











agency's planning and policy work on traffic safety; a regionally coordinated US DOT Safe Streets for All application to do safety action planning for six of the seven counties in our region, a [strategic partnership](#) with IDOT and CDOT to advance safety that includes coordinated planning, policy development as well as a [media campaign](#). As CMAP and its regional partners continue to develop actionable plans and strategies to address safety on our roadways, CMAP staff will consider best practices when setting meaningful and achievable future roadway safety targets.

Because this work remains ongoing and the Safe and Complete Streets program is in its initial phase, CMAP staff will again recommend that the CMAP Board and MPO support IDOT's 2023 roadway safety targets, which reflect a two percent reduction in the five-year average for the fatality and non-motorized related measures and an Ordinary Least Squares (OLS) or trendline method for the serious injury related measures. On [December 16, 2022](#), CMAP's Transportation Committee approved the recommendation to support IDOT's 2023 highway safety targets. *Staff requests that the CMAP Board and MPO Policy Committee approve the staff recommendation to support IDOT's 2023 highway safety targets.*

Roadway safety targets trends and target performance

Each year the FHWA evaluates whether states have met, or made significant progress toward meeting, their safety targets. FHWA considers a state to be complying if they have met their targets or improved from the baseline (i.e., made significant progress) in at least four of the five required performance targets. The baseline is defined as the 5-year average ending with the year prior to the establishment of the safety targets. For example, the baseline for the 2020 targets was the 2014-2018 5-year average. The current annual performance trend and the three annual assessments by FHWA is shown in table 1 below.

Table 1. IDOT Safety Performance Target Assessment Summary, 2018 – 2020

Performance Measure	Desired trend	Current trend	2018 target	2019 target	2020 target
Number of Fatalities			No	No	No
Rate of Fatalities			No	No	No
Number of Serious Injuries			Made significant progress	Yes	Yes
Rate of Serious Injuries			Made significant progress	Yes	Yes
Number of Non-Motorized Fatalities and Serious Injuries			No	No	Made significant progress

In 2020, the state achieved its target for the number and rate of serious injuries and made significant progress for the non-motorized targets. However, the state neither met nor made significant progress towards the two fatal performance targets. Because the state did not meet or make significant progress on at least four of the five targets, IDOT will be required to use all

Highway Safety Improvement Program (HSIP) funds for only safety projects and must also develop a HSIP Implementation Plan.

IDOT 2023 safety performance targets

As in past years, for 2023, IDOT's fatality and non-motorized roadway safety targets are set using a policy-based two percent annual reduction in the five-year rolling average. The serious injuries related targets are set using an OLS (trendline) method. For setting the targets, IDOT uses the method that results in the greatest decrease in the 5-year average. The target selection method chosen is a direct indication of the trend to the 5-year average: a policy-based two percent reduction when the 5-year average is trending up (getting worse) and the OLS method when the average shows a downward trend. IDOT's statewide safety targets along with statewide and CMAP region's rolling five-year average are in table 2.

Following national trends, both the state and region have experienced an increase in the five-year average for fatalities and rate of fatalities per 100 million VMT. At the same time the state and region are experiencing a decreasing trend in the five-year average for the serious injuries related measures. The non-motorized fatalities/injuries measure saw an increase compared to 2020 at the regional level and a decrease at the state level.

Table 2. IDOT Statewide and CMAP Region's Safety Performance Measures and 2023 Safety Targets

	5-year average					2023 target
Performance Measure	2013-2017	2014-2018	2015-2019	2016-2020	2017-2021	2019-2023
Number of Fatalities - Statewide	1,016.2	1,025.0	1,042.0	1,081.2	1,133.0	1,088.1
Number of Fatalities - CMAP	443.8	453.2	471	503.6	549.4	-
Rate of Fatalities - Statewide	0.957	0.960	0.972	1.036	1.097	1.054¹
Rate of Fatalities - CMAP	0.746	0.759	0.783	0.866	0.959	-
Number of Serious Injuries - Statewide	12,182.6	11,966.6	11,566.2	10,712.0	10,246.4	9,316.7²
Number of Serious Injuries - CMAP	6,720.8	6,613.2	6,426.2	5,980.4	5,980.4	-
Rate of Serious Injuries - Statewide	11.429	11.222	10.795	10.178	9.832	9.0²
Rate of Serious Injuries - CMAP	11.325	11.104	10.708	10.179	10.049	-
Number of Non-Motorized Fatalities and Serious Injuries - Statewide	1,494.4	1,526.0	1,548.8	1,513.0	1,498.2	1,438.9¹
Number of Non-Motorized Fatalities and Serious Injuries - CMAP	1,182.0	1,215.0	1,238.4	1,162.4	1,181.2	-

¹ - Two percent annual reduction in five-year average.

²— Ordinary Least Square or trendline reduction in five-year average.

Next steps

Following approval of the 2023 highway safety targets by both the CMAP Board and MPO Policy committee, staff will continue to keep the committees informed on the agency's safety

work and progress towards our goals. By agreeing to support IDOT's roadway safety targets, the MPO is not agreeing to any specific share of the decrease in fatalities and serious injuries. Instead, it is agreeing to integrate the targets as goals into its planning process and program projects that help meet the State's targets.

ACTION REQUESTED: Approval

###

2023

Federal and State Advocacy Agenda

Washington D.C.

Springfield, Illinois





Introduction

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

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

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

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

CMAP's [2023 Federal and State Advocacy Agenda](#) details policy positions and priorities that can help the region address challenges and opportunities at each level of government. The positions and priorities, described below, align with CMAP's strategic direction that focuses on improving transportation, climate, and regional economic competitiveness in northeastern Illinois.



Transportation

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

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

Policies supporting transit and other transportation modes that can ease congestion and reduce carbon emissions are critical actions toward a more sustainable northeastern Illinois. Yet, the effects of the pandemic continue to compound concerns. The region's transit agencies (Chicago Transit Authority, Metra, and Pace) already are bracing for an expected budget shortfall of \$730 million by 2026 in part due to a sustained decline in ridership in the wake of the pandemic. The region will need comprehensive solutions that can sustain the future of transportation and strengthen the second largest transit system in the country.

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

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



CMAP supports **sustainably funding transportation**

FEDERAL ACTIONS

Increase funding for transit available under the Highway Trust Fund and increase other transportation system user fees.

Prioritize and direct current funding streams to mass transit systems with the greatest infrastructure needs and highest number of passengers. Increase federal support for the operating costs of these systems.

Revise federal requirements to eliminate the funding disparity between transit projects and highway projects. This could include increasing the federal share under the Federal Transit Administration’s (FTA) New Starts grant program from 60 to 80 percent for projects that extend the transit system.

Increase the federal motor fuel tax rate and index it to the rate of inflation each year.

Develop innovative funding mechanisms, such as a national per-mile road usage charge and a federal freight transportation fee in the long term.

Require the Federal Highway Administration (FHWA) to develop a report that recommends ways to modernize highway funding formulas and better align them with state and MPO performance measurement goals.

Provide greater flexibility for states and regions to impose user fees by removing federal restrictions on tolling the interstate system and removing interstate system restrictions on commercial activity.

STATE ACTIONS

Enact a comprehensive strategy to identify, create, and implement sustainable revenue sources for the region’s transit system.

Implement exploratory pilot projects that examine replacing the state motor fuel tax with a road usage charge (of at least 2 cents per mile) and index to the rate of inflation.

Pilot different congestion pricing frameworks to assess whether different options enhance sustainable travel and limit the financial impact on drivers of low income.

Institute a regional fee on trips provided by transportation network and rideshare companies and allow for anonymous trip data to be shared with third-party transportation researchers and planners.

Provide incentives to employers that can encourage their employees to reduce the miles they travel by vehicle and require employers of a certain size within the Regional Transportation Authority’s service area to participate in a transit benefit fare program. These fare programs typically allow employees to pay for transit and parking using pre-tax dollars.

Institute performance-based planning and project selection measures for investments funded through IIJA and make these metrics publicly available.

Modernize processes for making transportation funding decisions. This should prioritize demonstrable system needs, align with federal funding and regional plans, and promote transparency.

Ensure revenues from motor vehicle fuel taxes can support holistic transportation system needs.



CMAP supports **increased investment in safe and complete streets**

FEDERAL ACTIONS

Fully fund and implement new IIJA programs like the Active Transportation Infrastructure Investment program for bicycle and pedestrian improvements. Outside of regional Transportation Alternatives Program (TAP) funding, this program is the only federal competitive program that provides dedicated funding for bicycle and pedestrian infrastructure.

Expand MPOs' programming authority for funding available under FHWA's Highway Safety Improvement Program (HSIP). HSIP provides federal aid to help significantly reduce traffic fatalities and serious injuries on all public roads.

Through expanded HSIP programming authority, reflect the responsibilities of FHWA's Safety Performance Management goals and establish a permanent 15-percent set aside for safety improvements that address vulnerable road users like bicyclists and pedestrians.

Identify dedicated resources that provide local governments with comprehensive support for implementing [Americans with Disabilities Act \(ADA\) provisions](#).

STATE ACTIONS

Expand capacity at the Illinois Department of Transportation to address traffic safety concerns in a coordinated and comprehensive fashion. This includes creating a new safe and complete streets coordinator position or similar role.

Create a competitive grant program to incentivize municipalities to dedicate more road space to non-vehicle users, design self-enforcing streets, and institute other measures that can calm traffic and improve traffic safety.

Give municipalities greater ability to make safety related improvements by reducing the barriers municipalities encounter when seeking to lower speed limits.

Allow additional municipalities to pilot automated technology to promote traffic safety equitably. Pilot programs would need required analysis. This would include an equity analysis that assesses impacts of automated technology on communities of color, as well as evaluations of the technology's effectiveness with reducing speeding and opportunities to dedicate potential revenues to safety improvements.

Identify dedicated resources that provide local governments with comprehensive support to implement ADA provisions.



Climate

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

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

But more work remains to be done. And transportation is a key component to a sustainable and resilient region going forward. Today, the transportation sector is the largest source of emissions in Illinois, increasing the need for policies that can mitigate congestion and protect northeastern Illinois' communities from greater climate risks. The following lists the climate policy positions and priorities that CMAP supports on both the federal and state levels.



CMAP supports **stronger policies that enhance resilience and reduce emissions and congestion**

FEDERAL ACTIONS

Fully fund and implement new IIJA programs like the Healthy Streets program that will enhance the resilience of communities and transportation infrastructure across regions. The program provides critical funding to mitigate urban heat islands, improve air quality, and reduce flood risks.

Allow MPOs to use the Resilience Improvement Plan established by IIJA to qualify for the 90 percent federal share for formula and competitive PROTECT funds within the urbanized area covered by the plan.

Increase transparency and coordination with regions around new resilience formula funding, such as IIJA Carbon Reduction and PROTECT. A more transparent, coordinated approach would ensure these programs are not being transferred or flexed to fund projects with minimal improvements to resilience and carbon reduction.

Establish a pilot program that gives greater authority to large MPOs to directly fund and select projects through a funding mechanism that allows regions to address carbon reduction and resilience.

Provide greater flexibility to use toll revenues to address strategic goals with multimodal transportation and carbon reductions. Greater flexibility could include providing high-speed, more reliable transit service to improve expressway corridors.

Adopt aggressive emission standards for post-model-year 2026 to accelerate the transition of low- and zero-emissions fleets.

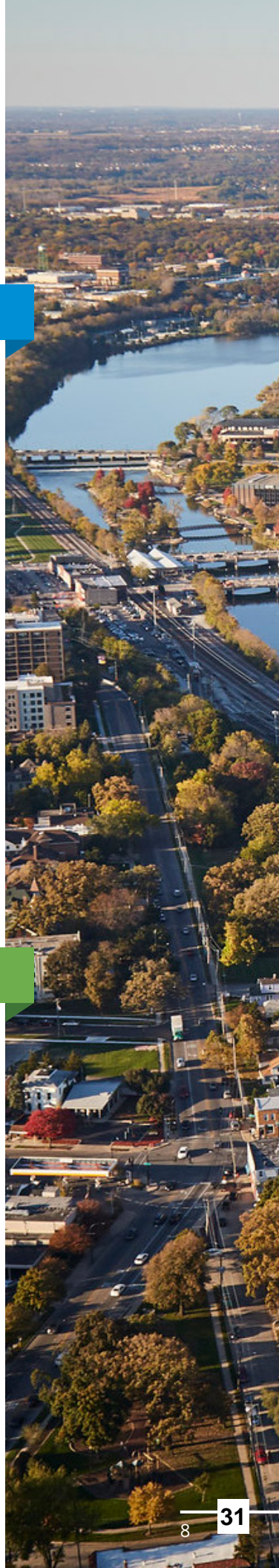
Create a uniform “Buy America” waiver process across USDOT’s agencies, including FHWA and FTA, for projects that are proven to improve air quality substantially.

STATE ACTIONS

Establish state transportation emissions reduction goals that align with federally required greenhouse gas emissions reduction targets and Illinois’ carbon reduction strategy

Invest equitably in electric vehicle charging infrastructure across the northeastern Illinois region to maximize access.

Provide resources and incentives for local governments to complete the community energy, climate, and jobs plans as described in the state Climate and Equitable Jobs Act. The job plans are intended to support local governments with developing comprehensive approaches to coordinating and funding local energy, climate, and jobs programs.



CMAP supports **increased resources for integrated water resources management**

FEDERAL ACTIONS

Increase funding eligibility and coordination for water, wastewater, and stormwater improvements and planning to regions. The U.S. Environmental Protection Agency should leverage the ability of regional planning agencies to assist disadvantaged communities with accessing federal and state funds.

Modernize policies related to flooding. This could include making risk information available for property sales. It also could include reforming the National Flood Insurance Program to develop long-term solutions, such as the Federal Emergency Management Agency’s Risk Rating 2.0 system, for properties that either are at high risk of flooding or have experienced repetitive losses because of flooding.

Encourage the National Oceanic and Atmospheric Administration to provide regular updates of its precipitation reports, Atlas 14, to ensure future planning and investment decisions can withstand the impacts of extreme weather events.

Increase investments that maintain the health, recreational attractiveness, and economic benefits of Lake Michigan and the Great Lakes by providing stable, long-term funding for the Great Lakes Restoration Initiative. The initiative accelerates efforts to protect and restore the Great Lakes — the largest system of fresh surface water in the world.

STATE ACTIONS

Dedicate new and sustainable revenues to support state and regional water planning and enhanced coordination among the Illinois Department of Natural Resources, Illinois State Water Survey, Illinois Water Inventory Program, and regional partners.

Coordinate and standardize requirements for community water supplier reporting. Improve the sharing of data across agencies and partners to better support integrated water resources management.

Promote equity in water infrastructure investments supported by the state revolving loan fund. This could include increasing capacity within low-income communities to promote access to loans.

Update statewide design standards to reflect green infrastructure techniques and precipitation trends.



Regional Economic Competitiveness

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

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

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

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

CMAP supports **stronger inclusive growth that reduces economic disparities**

FEDERAL ACTIONS

Amend the national highway goals in 23 U.S.C. § 150 to add a measure for how well the transportation system connects people to jobs and services.

Create a demonstration grant to provide reduced fares for riders of low income to help close transit equity gaps.

Ensure federal investments from the U.S. Economic Development Administration (EDA) are comprehensive and strategic through increased coordination with MPOs, especially in regions without an “Economic Development District.”

Continue American Rescue Plan Act EDA programs and funding levels that support regional economic development. This includes the Build Back Better Challenge, the Good Jobs Challenge, and the Economic Adjustment Assistance program.

Support place-based housing mobility solutions, including funding for efforts led by regional housing authorities.

Increase funding for re-employment, skilling, and reskilling programs authorized in the Workforce Innovation and Opportunity Act that can enhance, implement, and expand career pathway programs.

STATE ACTIONS


Authorize local jurisdictions to create a pilot program to test [income-based fines](#), escalating fines, or other alternative traffic enforcement structures that consider a driver’s ability to pay that may be below the statutory minimum.

Expand reporting of traffic violation fines and ticketing outcomes to allow for analysis with an equity lens.

Provide funding for local governments to study implementation of innovative partnerships, including shared-services models.

Further enable public-private partnerships for regional infrastructure, including providing resources for innovative financing, advancing design-build strategies, and promoting workforce equity.





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

FEDERAL ACTIONS

Require FHWA and the U.S. Department of Housing and Urban Development (HUD) to provide MPOs with comprehensive technical assistance and support for the newly authorized regional housing coordination plan process. Ensure MPOs have maximum flexibility to fund everything that is individually eligible within the housing coordination process.

Make programs like the Thriving Communities Initiative permanent through the reauthorization process so that investment decisions across transportation, land use, and housing have long-term federal support from HUD and USDOT.

Provide targeted assistance and funding through programs like the Thriving Communities Initiative to build communities' capacity. This includes support for Phase 1 engineering, a major barrier that many disadvantaged communities face when planning local projects.

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

STATE ACTIONS

Provide annual funding to support implementation of the Regional Planning Act and comprehensive planning for the state's MPOs.

Increase data sharing and transparency by state and local agencies, especially in instances that could aid in the COVID-19 recovery. This can help inform policymaking with data-driven decisions and regional collaboration.

Require a [regular audit of all tax abatements, diversions](#), diversions, and credits used for economic development to assess their economic and fiscal impacts.

Grant research partners access to additional information about sales tax rebate agreements (including agreement text and amounts of rebated taxes) through data-use agreements that protect proprietary business data

Institute tax increment financing (TIF) data reporting standards to allow planners and researchers to assess TIF expenditures, impacts, and the effectiveness of TIF across the region.



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

FEDERAL ACTIONS

Establish a separate Office of Multimodal Freight within USDOT that comprehensively assesses freight system needs with high quality data sets. This can help inform competitive and formula freight programs based on need and significant national impact.

Require rail carriers to describe and disclose how existing and future passenger rail service would be impacted in the event of a merger between rail carriers.

Prioritize grade crossing improvements that will address increased freight traffic and delays due to rail mergers approved by the Surface Transportation Board. These projects should be prioritized for programs that can mitigate the negative impact of freight activities, including the Federal Railroad Administration's Railroad Crossing Elimination Program.

Create a transparent data collection program for grade crossings that is regularly updated with quality public data and supports communities most impacted by freight movement.

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

STATE ACTIONS

Modernize the sales tax to increase funding for transportation, reduce economic distortions, and give municipalities more options to generate sufficient revenue from existing and desired development. This can include policies that broaden the state sales tax base to cover additional services.

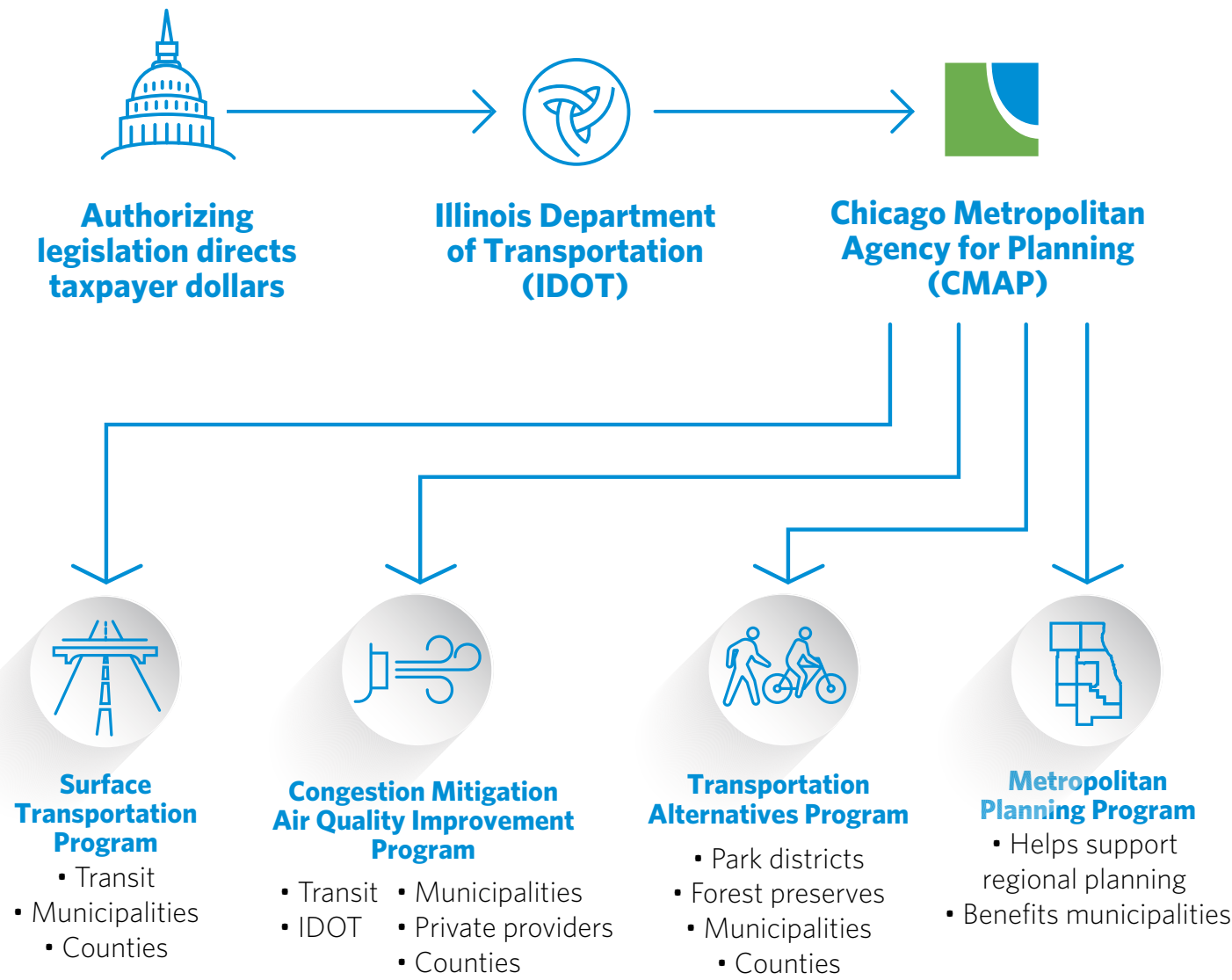
Increase state revenue allocation to local governments and reform state revenue disbursement criteria to reduce disparities across municipalities.

Allow non-home rule municipalities to impose certain kinds of user fees to provide services and better maintain infrastructure.



About CMAP

The Chicago Metropolitan Agency for Planning (CMAP) was created in 2005 by state statute (70 ILCS 1707). CMAP's Policy Committee is the federally designated metropolitan planning organization (MPO) for the seven counties of Cook, DuPage, Kane, Kendall, Lake, McHenry, and Will, plus portions of DeKalb and Grundy. State and federal mandates require CMAP to conduct comprehensive regional planning, prioritize transportation investments, provide technical assistance for communities, and compile data resources that enhance decision making.



CMAP Board

City of Chicago appointments

- Frank Beal**, senior executive, Civic Consulting Alliance
- Paul Goodrich**, chief operating officer, City of Chicago
- Nina Idemudia**, assistant commissioner, department of planning and development, City of Chicago
- Stefan Schaffer**, city strategist, American Cities Climate Challenge, Natural Resources Defense Council
- Anne Sheahan**, executive vice president of business affairs, HNTB Corporation

Cook County appointments

- Gerald Bennett**, mayor, Palos Hills (Southwest Cook)
- Karen Darch**, village president, Village of Barrington (Northwest Cook)
- Richard Reinbold**, president, Village of Richton Park (South Cook)
- Matthew Walsh**, former trustee, Indian Head Park (West Cook)
- Diane Williams**, former trustee, Village of Flossmoor, (Suburban Cook)

Federal Contact

Tim McMahon
Intergovernmental Affairs Senior
312-386-8665
tmcmahon@cmap.illinois.gov

Collar county appointments

- Matthew Brolley**, president, Village of Montgomery (Kane/Kendall)
- James Healy**, former member, DuPage County Board (DuPage)
- John Noak**, mayor, Village of Romeoville (Will)
- Nancy Rotering**, mayor, City of Highland Park (Lake)
- Carolyn Schofield**, member, McHenry County Board (McHenry)

Non-voting members

- Abolfazl (Kouros) Mohammadian**, PhD, professor and department head, Civil, Materials, and Environmental Engineering, University of Illinois at Chicago
- Leanne Redden**, executive director, Regional Transportation Authority (MPO Policy Committee)

State Contact

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MEMORANDUM

TO: CMAP Board
FROM: Finance and Administration
Date: January 4, 2023
Re: FY2024 CMAP budget and regional work plan

The January Board meeting will provide CMAP an opportunity to present the proposed FY2024 CMAP budget and regional work plan that advances the Agency's ON TO 2050 priority initiatives in three focus areas: Transportation, Regional Economy and Climate. This year presents a historic opportunity and the FY2024 budget funds initiatives that further the goals of ON TO 2050 and deliver needed services to the municipalities and counties we serve.

The Infrastructure Investment and Jobs Act (IIJA) continues to provide a significant opportunity to align funding with regional initiatives and priorities. Here we will highlight some of the Agency's continued efforts to focus on big, bold solutions around our regional transportation and transit systems so that they work better for everyone, including:

- The Plan of Action for Regional Transit (PART): a legislative report with recommendations on our transit system;
- The Safe Travel for All Roadmap (STAR): CMAP's comprehensive, multi-year program to make our streets safer for everyone;
- Americans with Disabilities Act (ADA) transition planning assistance for our partners across the region;
- Multi-year plans to address climate change and strengthen the resiliency of our infrastructure;
- Regional economic collaboration to drive inclusive growth and prosperity;
- Research, analysis, modeling, and policy development on behalf of the region.

The January 11, 2023, presentation will provide high-level detail about the agency's FY2024 regional work plan. CMAP will submit a proposed FY2024 CMAP budget and regional work plan to the Board for review prior to the January meeting. The draft document will then be submitted for approval at the February Board meeting. Highlights from the FY2024 CMAP budget and regional work plan include:

- A balanced budget this year where expenditures and revenues equal \$29,084,834 remaining steady in comparison to FY2023;
- A 3% increase in UWP core funding revenue, the continuance of the \$2 million from IDOT for ADA transition plans, American Rescue Plan Funding that begins in FY23, and extends into FY24, as well as continuance of the \$1 million from the Regional Infrastructure Accelerator grant;

- Expenditures forecasted to remain steady as compared to FY2023;

\$23,355,651 in UWP core MPO funding for CMAP and \$6,302,847 for Core MPO functions performed by UWP agencies (Chicago Department of Transportation, Will County, Council of Mayors Planning Liaisons program, CTA, Metra, and Pace); Local contributions are increased to align with Federal match requirements and are forecasted to be just over \$1.6M. The increase is predominantly driven by the doubling of County and transportation partner contributions. Municipal contributions will receive incremental increases over the next five years.



Chicago Metropolitan Agency for Planning

MEMORANDUM

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To: CMAP Board

From: Piotr Wietrzak
Director, Finance and Administration

Date: January 11, 2023

Re: Sole Source Contract Approval with Eno Center for Transportation in the amount of \$250,000 and Cooperative Contract with HNTB in the amount of \$300,000, for Various Transportation Planning Services in Support of the Plan of Action for Regional Transit (PART) Project.

At the November 9, 2022 CMAP Board meeting, the Board delegated contract approval to the CMAP Executive Committee for two PART Project contracts, Eno Center for Transportation and HNTB. On December 14, 2023, the CMAP Executive Committee approved these contracts.

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

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

CMAP expects to dedicate significant internal staff capacity to this effort. However, given the broad scope and accelerated timeline of the report, the agency plans to supplement internal staff with external support. One area where external support will be especially important is the development of recommendations related to governance and funding distribution for the region's public transit system.

The Eno Center for Transportation is widely recognized as a national leader in transportation policy. The leader in its field for nearly a century, Eno provides government and industry leaders with timely research and a pragmatic, fact- based voice on policy issues. They are regarded as an expert, nonpartisan, and unbiased organization, qualities which will be critical in developing and building regional consensus around recommendations on topics as sensitive as governance and funding distribution.

A second area where external support will be required is the development of recommendations related to both bus and rail transit service focusing of areas where state legislation or state and or local governmental action could be determinative, for example, regional transit fare integration and system efficiency. For this portion of the project CMAP staff recommend entering into an agreement with HNTB Corporation. HNTB is currently contracted with the Cook County Department of Transportation and Highways to provide a wide variety of specialized transportation engineering services. The contract was awarded as a result of a competitive procurement process that was reviewed and approved by the CMAP Procurement Officer as compliant with its policies and procedures and eligible for use. The Cook County Department of Transportation and Highways has granted CMAP authorization to utilize this contract.

In accordance with the Board's bylaws, the Executive Committee is reporting its actions.

ACTION REQUESTED: Information

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