



CMAP BOARD

AGENDA - FINAL

Wednesday, November 13, 2024

9:30 AM

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

Members of the public who attend in-person can pre-register for a visitor's pass at info@cmap.illinois.gov until Tuesday, November 12, 2024 at 4:00 p.m. or should plan to arrive early to check-in with the building's information desk for access.

ZOOM MEETING INFORMATION

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

Conference Call number: 312 626 6799 US (Chicago)

Meeting ID: 881 2120 0726

Passcode: 394669

CMAP provides the opportunity for public comment. Individuals are encouraged to submit comment by email to info@cmap.illinois.gov at least 24 hours before the meeting. A record of all written public comments will be maintained and made publicly available.

The total cumulative time for public comment is limited to 15 minutes, unless determined otherwise by the Chair. Public comment is limited to three minutes per person unless the Chair designates a longer or shorter time period. Public comments will be invited in this order: Comments from in person attendees submitted ahead of time; comments from in-person attendees not previously submitted; comments from virtual attendees submitted ahead of time; and comments from virtual attendees not previously submitted.

To review CMAP's public participation policy, please visit <https://www.cmap.illinois.gov/committees>.

If you require a reasonable accommodation or language interpretation services to attend or join the meeting, please contact CMAP at least five days before the meeting by email (info@cmap.illinois.gov) or phone (312-454-0400).

1.0 Call to Order and Introductions**2.0 Agenda Changes and Announcements****2.01 Executive director's report****24-459**

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

ACTION REQUESTED: Information

Attachments: [Memo - Executive director report 11.13.2024](#)

CONSENT AGENDA (Agenda items 3.01, 4.01 through 4.05, and 5.01 through 5.02)**3.0 Approval of Minutes****3.01 Joint meeting minutes from October 9, 2024****24-452**

PURPOSE & ACTION: Review and approval of meeting minutes.

ACTION REQUESTED: Approval

Attachments: [CMAP-MPO 10.09.24 Minutes](#)

4.0 Procurements and Contract Approvals**4.01 Authorization to enter into contract C25-0073 with x3 Design US LLC as a result of RFP 327, for the Council on Universal Design and Accessibility for a term up to 24-months with three, one-year optional renewals, in an amount not to exceed \$117,700****24-334**

PURPOSE & ACTION: The Chicago Metropolitan Agency for Planning (CMAP) is seeking to contract with a consultant to assist in establishing and facilitating a regional coalition that will serve as an advisory committee responsible for assessing the agency's work as in accessibility

ACTION REQUESTED: Approval

Attachments: [Memo - RFP 327 CUDA justification](#)
[Attachment 1 - RFP 327 Evaluation Criteria](#)
[Attachment 2 - RFP 327 Evaluation Scores](#)

4.02 Authorization to enter into contract C25-0074 with CCS Learning Academy a result of RFP 302, for a Diversity, Equity, and Inclusion (DEI) Framework, for a term up to 24-months, with three, one-year optional renewals, in an amount not to exceed \$150,700**24-440**

PURPOSE & ACTION: The Chicago Metropolitan Agency for Planning (CMAP) is seeking to contract with a consultant to lead the update of CMAP's internal DEI Roadmap.

ACTION REQUESTED: Approval

Attachments: [Memo - RFP 302 CCS Learning Academy justification](#)
[Attachment 1 - RFP 302 Evaluation Criteria](#)
[Attachment 2 - RFP 302 Evaluation Scores](#)

- 4.03 Authorization to enter into contract C25-0075 with MUSE Community + Design as a result of RFP 318, for Regional and Municipal Accessibility Engagement for a term up to 24-months with three, one-year optional renewals, in an amount not to exceed \$166,100** [24-441](#)

PURPOSE & ACTION: CMAP is seeking an engagement consultant to support engagement efforts for municipal public right-of-way for Americans with Disabilities (PROW ADA) transition plan technical assistance projects and to develop and execute a regional engagement campaign.

ACTION REQUESTED: Approval

Attachments: [Memo - RFP 318 MUSE Community + Design justification](#)
[Attachment 1 - RFP 318 Evaluation Criteria](#)
[Attachment 2 - RFP 318 Evaluation scores](#)

- 4.04 Authorization to enter into contract C25-0076 with KerrSmith Design as a result of RFP 333, for Regional Vision: Scenario planning, for a term up to 24-months with three, one-year optional renewals, in an amount not to exceed \$300,000** [24-442](#)

PURPOSE & ACTION: The Chicago Metropolitan Agency for Planning (CMAP) is seeking to contract with a consultant to support the scenario planning activities of an innovative Regional Vision.

ACTION REQUESTED: Approval

Attachments: [Memo - RFP 333 KerrSmith justification](#)
[Attachment 1 - Evaluation Criteria - RFP 333](#)
[Attachment 2 - Evaluation Scores - RFP 333 rev](#)

- 4.05 Authorization to enter into contract C25-0077 with M. Harris & Co. as a result of RFP 334 for strategic planning and engagement integration for a term up to 36-months with two, one-year optional renewals, in an amount not to exceed \$2,420,000** [24-443](#)

PURPOSE & ACTION: The Chicago Metropolitan Agency for Planning (CMAP) is seeking to contract with a consultant to support pre-planning activities for the communications and engagement elements of an innovative Regional Vision

ACTION REQUESTED: Approval

Attachments: [Memo - RFP 334 M. Harris & Co. justification](#)
[Attachment 1 - Evaluation Criteria - RFP 334](#)
[Attachment 2 - Evaluation Scores - RFP 334 rev \(1\)](#)

5.0 Other Items for Approval

- 5.01 Consideration of the 2025 CMAP Board meeting schedule** [24-457](#)

PURPOSE & ACTION: The CMAP Board meets monthly, typically during the second Wednesday of the month. The proposed schedule for the 2025 calendar year is attached for the Board's consideration.

ACTION REQUESTED: Approval

Attachments: [Memo - 2025 CMAP Board Meeting Schedule](#)

5.02 Consideration of CMAP committees for calendar year 2025**[24-458](#)**

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

ACTION REQUESTED: Approval

Attachments: [Memo - 2025 CMAP Committees proposed for 2025](#)

REGULAR AGENDA**6.0 Other Items for Approval****6.01 Consideration of the CMAP Board by-laws update pursuant to changes passed in Public Act 103-0986****[24-456](#)**

PURPOSE & ACTION: Senate Bill 3389, the Regional Planning Act Modernization Bill, was signed into law by the governor with an effective date of January 1, 2025. Public Act 103-0986 amends the language to require concurrence of four-fifths for the Board members office to take any action, except for decisions with regard to contracts (excluding contracts pertaining to the employment of the Executive Director), grants, purchase agreements, and meeting minutes. Amendments to the CMAP Board by-laws are needed to mirror the new legislation.

ACTION REQUESTED: Approval

Attachments: [Memo - Bylaws update](#)
[Attachment 1 - Public Act 103-0986](#)
[Attachment 2 - Board By-laws \(Redline\)](#)

7.0 Information Items**7.01 Draft 2025-2026 Federal and State Advocacy Agenda****[24-455](#)**

PURPOSE & ACTION: A draft of the 2025-2026 Federal and State Advocacy Agenda will be presented. Updated biennially, the agenda is developed through the lens of ON TO 2050 and CMAP's Strategic Direction to continuously strengthen and advance regional goals in transportation, climate, and economic competitiveness.

ACTION REQUESTED: Information

Attachments: [Memo - 2025-2026 Draft Advocacy Agenda](#)
[Attachment 1 - CMAP Advocacy Agenda - DRAFT](#)
[Attachment 2 - 09.13.24 lead service line replacement ltr to CMAP](#)

8.0 Other Business**9.0 Public Comment**

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

10.0 Next Meeting

The next meeting is scheduled for Monday, January 13.

11.0 Adjournment

Following the adjournment of the CMAP Board meeting, the Board will take a 10-minute break and will return for a strategic planning workshop.

ZOOM MEETING INFORMATION

<https://us06web.zoom.us/j/86796207245?pwd=MPIhbG4dQNVdmGbqVz5dL2HTBEOaFa.1>

Conference Call number: 312 626 6799 US (Chicago)

Meeting ID: 867 9620 7245

Passcode: 037195



Chicago Metropolitan Agency for Planning

Agenda Item 2.01

433 West Van Buren Street
Suite 450
Chicago, IL 60607

312-454-0400
cmap.illinois.gov

MEMORANDUM

To: CMAP Board

From: Erin Aleman, Executive Director

Date: November 4, 2024

Subject: Executive Director's report

Action Requested: Information

Dear Board Members,

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

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

Sincerely,

A handwritten signature in black ink, appearing to read "Erin Aleman", is positioned below the word "Sincerely,".

Erin Aleman

Household travel survey

CMAP's household travel survey, also called My Daily Travel, is underway. The survey is by invitation only. Our goal is to have 4,000 households complete the survey through spring 2025. The second and final round of fall invites should be arriving in mailboxes now, and then we'll pause the survey in December until after the holiday season.

Safe Travel for All engagements

Safe Travel for All engagement activities are accelerating this fall with many community meetings planned for this month across the region. County safety action plan events will take place in Bensenville on November 14 (for DuPage County) and on November 21 in Waukegan (for Lake County). Visit the [Safe Travel for All website](#) to learn more, where you can also find materials to share on social media and in your newsletters, as well as interactive county pages with maps for pinning locations for safety improvements.

ADA Coordinators Groups

CMAP is launching our Regional ADA Coordinators Groups as the latest step in our multiyear accessibility program to provide direct support to communities. The group will connect ADA coordinators from across northeastern to Illinois resources and training, as well as opportunities to learn from each other.

The first coordinators group is scheduled for Tuesday, November 19. The meeting agenda includes a conversation around digital accessibility. CMAP has new [digital accessibility resources](#) on our website, including templates communities can use for ADA coordinators, ADA notices, and grievance procedures.

Transportation Call for Projects

The next call for transportation project applications is now open through December 20.

CMAP facilitates four federal funding programs: Carbon Reduction, Congestion Mitigation and Air Quality Improvement, Surface Transportation-Shared Fund, and the locally programmed Transportation Alternatives.

These programs fund projects aimed at reducing emissions, improving traffic congestion, enhancing regional transportation infrastructure, and supporting non-motorized transportation.

More than \$385 million in funding is available for projects.

CMAP recently hosted an informational webinar on how to successfully navigate and apply for transportation project funding. More information is on our [website](#).



Chicago Metropolitan
Agency for Planning

433 West Van Buren Street
Suite 450
Chicago, IL 60607

312-454-0400
cmap.illinois.gov

CMAP BOARD AND MPO POLICY COMMITTEE

MEETING MINUTES - DRAFT

Wednesday, October 9, 2024

9:30 AM

**Old Post Office
Marquee Conference Room
433 West Van Buren Street, 2nd FL
Chicago, IL 60607**

Members of the public who attend in-person can pre-register for a visitor's pass at info@cmap.illinois.gov until Tuesday, October 8, 2024 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.

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1.0 Call to Order and Introductions

CMAP Board

Chair Bennett called the meeting to order at 9:38 a.m.

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

Non-Voting: Leanne Redden

Absent (NV): Kouros Mohammadian

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

A motion was made by Member Anne Sheahan, seconded by Member Carolyn Schofield, to permit Members Paul Hoefert and John Roberson to participate in the meeting in accordance with Open Meetings Act requirements. The motion carried by the following vote:

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

Non-Voting: Kouros Mohammadian and Leanne Redden

Not Present: Paul Hoefert, John Roberson and Matthew Walsh

MPO Policy Committee

Chair Osman called the meeting of the MPO Policy Committee to order.

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

Non-Voting: Class I Railroads, FHWA Representative, FTA Representative

Absent: Kendall Co Representative

Secretary Omer Osman served as IDOT Representative, Tom Carney served as CDOT Representative, Frank Beal served as CMAP Representative 1, Matt Brolley served as CMAP Representative 2, Molly Poppe served as CTA Representative, Jennifer Sis Killen served as Cook Co Representative, Jeff Schielke served as CoM Representative, Steve Travia served as DuPage Co Representative, Andy Brinkerhoff served as FHWA Representative, Tony Greep served as FTA Representative, Cassaundra Rouse served as Tollway Representative, Tom Rickert served as Kane Co Representative, Shane Schneider served as Lake Co Representative, Scott Hennings served as McHenry Co Representative, Jim Derwinski served as Metra Representative Richard Kwasneski served as Pace Representative,

Leanne Redden served as RTA Representative, Elaine Bottomley served as Will Co Representative, and Thomas Evenson served as Class I Railroads

Staff present: Laurent Ahiablame, Erin Aleman, Bill Barnes, Lindsay Bayley, Nora Beck, Vas Boykovskyy, Michael Brown, John Carpenter, Enrique Castillo, Kama Dobbs, Phoebe Downey, Doug Ferguson, Jane Grover, Craig Heither, Jaemi Jackson, Natalie Kuriata, Aimee Lee, Tony Manno, Stephane Phifer, Ryan Thompto, Jennie Vana, Blanca Vela-Schneider, Laura Wilkison, Claire Williams

Others present: Garland Armstrong, Holly Bieneman, Elaine Bottomley, Shae Burnham, Lynnette Ciavarella, Jose Cinfantes, Eric Czarnota, Jon Paul Diipla, Drew Duffin, Julie Forbes, Brandon Geber, Scott Gengler, Chloe Groome, Henry Guerriero, Jennifer Henry, Thomas Hill, Stephen Hull, Neil James, George Kandathil, Mike Klemens, Gretchen Klock, David Kralik, Vig Krishnamurthy, Brian Larson, Adrian Levin, Heidi Lichtenberger, Brittany Matyas, Risara Melendez, Skylar Moran, Tara Orbon, Matt Pasquini, Leslie Rauer, Robert Rescot, Hector Rios, Karyn Robles, Ethan Saltzberg, Todd Schmidt, Ben Schnelle, Vicky Smith, Megan Swanson, Mike Sullivan, Robert Sullivan, Joe Surdam, Daniel Thomas, Janice Thomas, Steve Travia, Mike Vanderhoof, Alex Wall, Eric Wood, Meg Woodburn

2.0 Agenda Changes and Announcements

There were no changes to the agenda.

2.01 Executive director's report

[24-414](#)

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

Erin Aleman, Executive Director, welcomed MPO Member Steve Travia, DuPage Co Representative, who is new to the MPO Policy Committee and recognized CMAP Board Members Jada Curry and Joanna Ruiz who are participating in their first joint meeting between the CMAP Board and MPO Policy Committee.

(CoM Representative Jeff Schielke of the MPO Policy Committee arrived at 9:43 a.m.)

Executive Director Aleman highlighted several recent CMAP engagements including a presentation of the Plan of Action for Regional Transit (PART) at the AMPO Conference and staff moderating and participating in several panel sessions at American Planning Association State Conference.

CMAP held 45 events across six counties during the months of July to September. It was also noted that Executive Director Aleman received the Leadership in Public Service Award from the March of Dimes at their annual Construction and Transportation luncheon.

The executive director report included an update on the I-290 Corridor Development Office, the launch of the Household travel survey, the biennial municipal survey, ADA coordinators groups, and the upcoming transportation Call for Projects.

The executive director's report was received and filed.

3.0 Approval of Minutes

3.01 MPO Policy Committee meeting minutes from June 13, 2024

[24-408](#)

Attachments: [MPO Policy Committee 06.13.24 Minutes](#)

MPO Policy Committee

A motion was made by Cook Co Representative Jennifer Sis Killen, seconded by Lake Co Representative Shane Schneider, to approve the June 13, 2024 MPO Policy Committee meeting minutes. Motion carried by the following vote:

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

CONSENT AGENDA (Agenda Items 3.02 and 4.01 - 4.03 for CMAP Board Approval)

(CMAP Board Member Matt Walsh arrived at 9:50 a.m.)

Approval of the Group Vote

CMAP Board

A motion was made by Board Member John Noak, seconded by Board Member Anne Sheahan, to approve agenda items 3.02 and 4.01 through 4.03 under the Consent Agenda. The motion carried by the following vote:

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

Non-Voting: Leanne Redden

Absent (NV): Kouros Mohammadian

3.02 CMAP Board minutes from September 11, 2024

[24-411](#)

Attachments: [CMAP Board 09.11.24 Minutes](#)

Agenda items 3.02 and 4.01 through 4.03 were approved by the CMAP Board as part of the Consent Agenda.

4.0 Procurements and Contract Approvals

4.01 Authorization to amend contract C24-0066 with Energy + Environmental Economics, Inc. for Comprehensive Climate Action Plan Technical Assistance for an additional amount of \$71,000 for a total not to exceed amount of \$511,000

[24-427](#)

Attachments: [Memo - C24-0066 Amendment Justification 02](#)

Agenda items 3.02 and 4.01 through 4.03 were approved by the CMAP Board as part of the Consent Agenda.

- 4.02 Authorization to amend contract C23-0029 with ICF Incorporated, LLC for Resilience Improvement Program for the additional amount of \$50,285 for a total not to exceed amount of \$885,000** [24-428](#)

Attachments: [Memo - C23-0029 A02 ICF Amendment Justification](#)

Agenda items 3.02 and 4.01 through 4.03 were approved by the CMAP Board as part of the Consent Agenda.

- 4.03 Authorization to amend contract C24-0047 with SRF Consulting Group, Inc. for Northwest Cook Transit Coordination Study for an additional amount of \$29,725.21 for a total not to exceed amount of \$222,100** [24-431](#)

Attachments: [Memo - C24-0047 A01 Board Justification Memo](#)

Agenda items 3.02 and 4.01 through 4.03 were approved by the CMAP Board as part of the Consent Agenda.

REGULAR AGENDA

5.0 Items for Approval

- 5.01 Approval of the MPO Policy Committee meeting schedule for 2025** [24-412](#)

Attachments: [Memo - MPO Policy Committee 2025 meeting dates](#)

MPO Policy Committee

A motion was made by Pace Representative Richard Kwasneski, seconded by RTA Representative Leanne Redden, to approve the MPO Policy Committee meeting schedule for 2025. The motion carried by the following vote:

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

Absent: Kendall Co Representative

- 5.02 Election of MPO Policy Committee Vice-Chair** [24-413](#)

Attachments: [Memo - Nomination of Vice-Chair](#)

Aimee Lee, Deputy of Research, Analysis, and Programming, reported that the MPO Policy Nominating Committee met on September 13, 2024 to review candidates. They nominated Cassaundra Rouse to serve as the Vice-Chair of the MPO Policy Committee for calendar year 2025.

MPO Policy Committee

A motion was made by Pace Representative Richard Kwasneski, seconded by Metra Representative Jim Derwinski, to approve the election of Tollway Representative Cassaundra Rouse as Vice-Chair of the MPO Policy Committee for calendar year 2026. The motion carried by the following vote:

Aye: IDOT Representative, CDOT Representative, CMAP Representative 1, CMAP Representative 2, CTA

Representative, Cook Co Representative, CoM Representative, DuPage Co Representative, Tollway Representative, Kane Co Representative, Lake Co Representative, McHenry Co Representative, Metra Representative, Pace Representative, RTA Representative, Will Co Representative

Absent: Kendall Co Representative

5.03 Memorandum of Understanding (MOU) between the CMAP Board and MPO Policy Committee

[24-421](#)

Attachments: [Memo - MOU Board and MPO Policy Committee](#)
[MPO Board MOU 2024](#)

Erin Aleman, Executive Director, reported that when CMAP was created 20 years ago, the CMAP Board and MPO Policy Committee jointly adopted a MOU that is periodically reviewed. No changes are being recommended but staff requests that both bodies approve and reaffirm the MOU.

CMAP Board

A motion was made by Member John Noak, seconded by Member Carolyn Schofield, to approve the MOU between the CMAP Board and MPO Policy Committee. The motion carried by the following vote:

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

Non-Voting: Leanne Redden

Absent (NV): Kouros Mohammadian

MPO Policy Committee

A motion was made by Metra Representative Jim Derwinski, seconded by Cook Co Representative Jennifer Sis Killen, to approve the MOU between the CMAP Board and MPO Policy Committee. The motion carried by the following vote:

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

Absent: Kendall Co Representative

6.0 CMAP Announcements

6.01 CMAP Board report

[24-415](#)

Leanne Redden, RTA Representative, reported that the CMAP Board did not meet in July or August. At their September 11, 2024 meeting, the Board received an update on the Greater Chicagoland Economic Partnership regarding the efforts that have been made during the first year of partnership and a look into future work and received an update on upcoming amendments to their bylaws pursuant to Public Act 103-0986 which becomes effective January 1, 2025.

RTA Representative Redden also reported the RTA will be hosting a transportation summit on October 24, 2024 in Arlington Heights with a focus on suburban services.

The CMAP Board report was presented.

6.02 Council of Mayors' Executive Committee report

24-416

Jeff Schielke, CoM Representative, reported the Council of Mayors' Executive Committee met on September 24, 2024. The committee began a discussion on the complex transportation funding process and an introduction to the socioeconomic forecast that serves as the anchor for the development of the Regional Transportation Plan. The Committee will meet next month to discuss severe weather trends in northeastern Illinois and how municipalities and CMAP can meet those challenges.

The Council of Mayors' Executive Committee report was presented.

7.0 Information Items

7.01 CMAQ Program Mid-Point Performance Plan

24-422

Attachments: [Memo - CMAQ MidPoint Performance Plan](#)
[CMAQ Mid-Point Performance Plan-2 Performance Period 10-1-24](#)

Doug Ferguson, Senior Analyst, reported the federal requirements for CMAP established by the Moving Ahead for Progress in the 21st Century Act (MAP-21) and refined Fixing America's Surface Transportation Act (FAST Act) set three specific measures tied to the Congestion Mitigation Air Quality Improvement (CMAQ) program.

The northeastern region is non-attainment for national ambient air quality standards and as part of CMAQ Performance Measures, CMAP is required to develop a performance plan covering four-year periods. The first Performance Period began in 2018. CMAP is currently at the two-year mark in the second Performance Period that began in 2022.

The three performance measures are: Peak Hour Excessive Delay; Non-Single Occupancy Vehicle (Non-SOV) Travel; and Total Emissions Reduction. CMAP is required to set the Hour Excessive Delay and Non-SOV targets with Northwestern Indiana Regional Planning Council.

The northeastern region has met the target for Peak Hour Excessive Delay and has exceeded its two-year goal of increasing Non-SOV travel by 3.9% for a total of 36.3%. Staff believes these goals may have been achieved by travel patterns related to the COVID-19 pandemic. The northeastern region did not reach its target in reducing total emissions related to volatile organic compounds (VOC) or nitrogen oxides (NOx). This could be tied directly to how targets were created, whether projects were completed or if replacement projects didn't have the same estimated emissions benefits as an originally approved project. It was also noted that there weren't any diesel fuel projects in this time period which is a main contributor of NOx.

Senior Analyst Ferguson reported that the CMAQ Program Mid-Point Performance Plan was submitted to IDOT and shared with FHWA prior to its October 1st deadline. Staff will evaluate the project in another two years as part of the four-year program, and new targets will be identified at that time.

The CMAQ Program Mid-Point Performance Plan was presented.

7.02 Regional Transportation Plan (RTP) update

24-419

Attachments: [Memo - RTP Update](#)

Erin Aleman, Executive Director, reported that the Regional Transportation Plan (RTP) is currently embedded in the ON TO 2050 Plan and includes recommendations on how the seven counties and 284 municipalities will address transportation, housing, economic development, open space, the environment, and other quality of life issues. The three guiding principles: inclusive growth, resilience, and prioritized investment have informed every recommendation in the current RTP and will continue to serve as pillars for the next RTP.

The Vision and RTP plans will be uncoupled into separate, but related, documents and processes. The RTP will build on the ON TO 2050 Plan and will guide transportation investments, policies, and initiatives within northeastern Illinois along the 2050 planning horizon while providing flexibility to address new and existing challenges or opportunities.

(CMAP Board Member Dr. Korous Mohammadian arrived at 9:45 a.m.)

Ryan Thompto, Principal Policy Analyst, reported he is overseeing the transportation investment strategy program. The RTP must be updated every four years to receive federal funding. Federal regulations require the RTP be fiscally constrained which means that it can only include investments that can be delivered within the anticipated revenues identified in the plan.

The RTP planning process considers three questions: what transportation do we want?; what are the challenges and opportunity to get there?; and how will we achieve the transportation system we want? Principal Thompto reviewed the timeline for completing the RTP.

At previous meetings, CMAP has shared the review of more than 30 multi-modal transportation plans at the local, regional, state, and federal levels. CMAP has met with communities to discuss their transportation priorities and policies and processes related to regionally significant projects (RSPs) have also been updated.

In 2025, the Board and MPO Policy Committee will be updated on the approach for selecting RSPs for inclusion in the RTP. Staff will update committees and stakeholders on emerging priorities and existing conditions and these conversations will inform the selection of a prioritized list of strategies and projects for the RTP along with the financial plan.

A key component of the RTP is to demonstrate that sufficient funding will be available to invest in the transportation system. CMAP must identify anticipated expenditures and revenue sources necessary to carry out the operation, maintenance, and expansion of the region's transportation system through 2050. The financial plan serves as tool to help provide an understanding of the relationship between investments included in the plan and the measures needed to ensure the funding is available to implement the projects.

Principal Thompto reported that the financial plan has historically included baseline revenue sources through federal, state, local, tolls and fares. Total revenue from these sources is \$480 billion. Financial

plans have also included additional revenues (known as regionally expected revenues) that could be expected to become available to the region between now and 2050.

Regionally expected revenues identified in the 2022 2050 Plan Update included the tolling of highway expansions and reconstructions, replacing the motor fuel tax with a road user charge, expanding the sales tax base to include services, implementing a regional fee on transportation networking companies, and expanding the local pricing of parking. Combined, regionally expected revenues and traditional baseline revenue sources allowed the ON TO 2050 Plan Update to have a forecasted total fiscal constraint of \$526 billion.

Principal Thompto reported that the expenditures for the associated administration, operation, and maintenance of the current system in its existing conditions account for 80% of the transportation system's total expenditures in the financial plan. The remaining costs include improvements to the existing system that would meet the plan's system performance targets, improvements to the system that would meet other regional goals, and the costs to expand the transportation system.

Principal Thompto reviewed next steps for the financial plan. The next RTP will build on the foundation but evolve to create space for regional dialogue on how to financially plan for the future. Staff will continue to forecast baseline revenues and expenditures but will consider how trends will impact the funding picture. Staff will introduce scenario planning into the process to help the region prepare for different possibilities.

Discussion ensued regarding how the values identified in the ON TO 2050 Plan will be used to prioritize RSPs and the need to consider population decline in the financial plan and RTP.

(MPO Vice-Chair Jennifer Sis Killen left the meeting at 10:22 a.m.)

An update of the Regional Transportation Plan was provided.

7.03 Comprehensive Climate Action Plan for the greater Chicago area update

[24-420](#)

Attachments: [Memo - CAP update](#)

Carolyn Schofield, CMAP Board Member, reported on the Climate Action Plan (CAP) Steering Committee's first meeting in June. The Steering Committee has been charged with guiding and informing the climate action planning process and bringing perspective about regional priorities and challenges, areas for collaboration, and strategies for implementation.

Nora Beck, principal in Regional Policy and Implementation, reported that she oversees CMAP's Climate Action program. The reduction of greenhouse gas (GHG) to combat climate change is included in the ON TO 2050. It includes the goal of having a region that is prepared for climate changes and provides a recommendation to intensify climate mitigation efforts, setting an aggressive goal of an 80% decline in GHGs, relative to 2005, by 2050.

CMAP is working on two key projects to identify and prioritize effective strategies to achieve the region's climate goals: 1) develop a comprehensive climate action plan for the greater Chicago area and 2) the Clean Energy to Communities Technical Assistance.

CMAP partnered with the Metropolitan Mayors Caucus (MMC) and Northwestern Indiana Regional Planning Commission (NIRPC) on the US EPA's Climate Pollution Reduction Grant Program. The grant requires three deliverables. The first deliverable of creating a Priority Climate Action Plan (PCAP) was led by MMC with the assistance from CMAP. CMAP is leading the second deliverable, a comprehensive action plan (CCAP) that is due next fall. The third deliverable, also being led by CMAP, is a status report.

Principal Beck reported the planning area involves 13 counties, three states, and three metropolitan planning organizations. The plan will serve as a framework of strategies to reach national goals and will serve as a starting point for ongoing conversations and planning efforts at the Board, MPO, County, municipal, state, and federal levels. Following submission of the plan, CMAP will work with CMAP's governing committees to learn from the process, identify paths forward, and confirm implementation action for CMAP action region. The CCAP will identify strategies to help the region reach net-zero greenhouse gas emissions by 2050 and achieve the shorter-term goal of reducing GHG emissions by 50% by the year 2035.

Principal Beck reviewed the timeline for the development of the CCAP and reported that the tasks of establishing guiding principles and creating a greenhouse gas inventory have already been completed. Staff is currently identifying strategies to reduce emissions. In early 2025, CMAP will estimate how strategies impact emissions. In spring 2025, staff will analyze how strategies impact communities. The plan will be completed by the fall 2025.

The four principles that are guiding the plan development are committing to zero by embracing transformative strategies, centering equity to reduce existing disparities, planning for action by prioritizing what will move the region forward, and growing a clean economy by harnessing economic opportunities of climate action.

Emissions were reviewed by county and sector. Three approaches to reduce emissions is avoiding or using less energy, using low-carbon options, and sequestering emissions.

CMAP Board Member Schofield reported that CMAP can learn from other local partners such as McHenry County that identified environmental sustainability as a key issue area in its 2022-2025 Strategic Plan. Discussion ensued regarding encouraging ComEd to upgrade their electrical grid, maximizing solar energy on rooftops, storing solar-generated energy, and developing strategies that consider the impact that energy has to communities regionally and globally.

An update of the Comprehensive Climate Action Plan for the greater Chicago area was presented.

7.04 Regional Safe Streets for All (SS4A) Grant Program update

[24-430](#)

Attachments: [Memo - SS4A Regional Update](#)

Lindsay Bayley, Program Lead, reported that fatalities in CMAP's northeastern region have been increasing since 2014, notably the same year when sports utility vehicles (SUVs) overtook sedans in the market-share of vehicles on roads. Similar trends have been seen for crashes related pedestrians and bicyclists. Traffic fatalities disproportionately impact black people.

Between 2018 and 2022, 2,847 people lost their lives and another 27,592 people were seriously

injured or disabled. To address this crisis, CMAP created the Safe Travel for All Roadmap (STAR) program, a five-year effort to improve traffic safety through data collection and analysis, policy recommendations, local planning projects and implementation assistance. CMAP received \$4 million from the federal Safe Streets For All (SS4A) program to develop a traffic safety framework for northeastern Illinois. IDOT and six counties have contributed local match funds and CMAP is working with them to develop safety action plans based on the regional framework.

The goal of the SS4A program is to reduce and eliminate fatal and serious injury crashes. Data analysis is used to inform the location of roadway safety concerns, and the plan includes the identification of projects, strategies, and policies to reduce risk and eliminate serious injury and fatal crashes.

Safety Action Plans are guided by a Safe System Approach to transportation safety, a holistic approach that anticipates human mistakes and designs a system with safety measures that reduce the likelihood of serious and fatal outcomes of those mistakes.

Project Lead Bayley provided the County Safety Action Plan project overview and timeline. There are three phases of the timeline: Phase 1 identifies existing conditions; Phase 2 reviews potential strategies and prioritization; and Phase 3 implements and presents the plan. CMAP is working with the FHWA to ensure that county plans meet eligibility requirements to allow municipalities to apply for additional implementation funding. She reported additional resources are being put into an equitable engagement campaign to advance the federal justice forty initiative and focus resources where they are most needed. CMAP created a webpage that connects individuals to each of the counties' Safety Action Plan pages where people can view and identify their traffic safety concerns.

Elaine Bottomley, Deputy Chief of Staff of Will County, reported on Will County's Safety Action Plan. Notably, Elwood is the largest inland inter-modal port in the country and has seen the greatest number of injuries. A majority of crashes in Will County are occurring at urban intersections. Will County has created a high injury network map and has engaged the public online and in-person to identify areas of concern.

Cassaundra Rouse, Executive Director of the Illinois Tollway, reported that the Tollway analyzes all crashes regardless of severity to identify opportunities to improve traffic safety along its roads.

Discussion ensued regarding the impact this project has on communities great and small, the need to incentivize communities to make improvements to public transportation area to reduce traffic fatalities, the impact of motor scooters on crash data, and the need educate the public on road safety, particularly in roundabouts.

An update of the regional Safety Streets for All (SS4A) Grant Program was provided.

7.05 September 2024 Executive Committee report on grants and procurements

[24-417](#)

Attachments: [September Grants and Procurements Report](#)

Stephane Phifer, Interim Deputy of Finance, presented the Executive Committee report on grants and procurements, noting that because the Executive Committee meeting was canceled, it is being brought to the CMAP Board. This is for informational purposes.

The September 2024 Executive Committee report on grants and procurements was received and filed.

7.06 State legislative update

[24-429](#)

Attachments: [Memo - Legislative Update](#)

John Carpenter, Intergovernmental Affairs Director, reported that staff has been actively monitoring the Illinois Senate's Transportation Committee's series of hearings related to improving transit services, noting the last hearing is scheduled for Tuesday, October 15 at 10:00 a.m. He also reported CMAP's 2025-2026 advocacy agenda is underway and a draft will be presented at November CMAP Board meeting.

CMAP Board Member Carolyn Schofield noted that McHenry County is not represented on the House's Transit Working Group. Director Carpenter reported the Illinois House Speaker appoints members.

The state legislative update was received and filed.

8.0 Other Business

Chair Bennett congratulated CMAP Board Member Nina Idemudia for being recognized by Crain's magazine in the 40 under 40 annual list that recognizes people who have achieved success in business before turning 40.

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

9.0 Public Comment

Erin Aleman, Executive Director, reported two written comments were received by Ethan Saltzberg and Hayden Harris related to principal arterial highways and the expansion of the Forest Park Blue line. The comments have been provided to the members of both committees and will be included in the meeting minutes.

Garland Armstrong, former Illinois resident, commended Greyhound Bus for not closing its bus depot in Chicago and the agencies who worked to encourage that the station remain open. He commented on the need for communities to improve bus stop locations and noted many communities in Iowa are reducing or eliminating paratransit services. He also commented on CMAP staff's efforts to improve climate efforts in the region.

9.01 Written Public Comment for October 9, 2024 CMAP Board and MPO Policy Committee

[24-439](#)

Attachments: [Written Public Comments 10.09.24](#)

Written comments were received and filed.

10.0 Next Meeting

The CMAP Board is scheduled to meet on Wednesday, November 13, 2024.

The MPO Policy Committee is scheduled to meet on Thursday, January 9, 2025.

11.0 Adjournment

CMAP Board

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

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

Non-Voting: Kouros Mohammadian and Leanne Redden

The CMAP Board was adjourned at 11:22 a.m.

MPO Policy Committee

A motion was made by Pace Representative Richard Kwasneski, seconded by Metra Representative, Jim Derwinski, to adjourn the MPO Policy Committee meeting. The motion carried by the following vote:

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

Not present: Cook Co Representative

Absent: Kendall Co Representative

The MPO Policy Committee was adjourned at 11:22 a.m.

Minutes prepared by Blanca Vela-Schneider



MEMORANDUM

To: CMAP Board

From: Michael Brown, Interim Deputy of Planning

Date: October 24, 2024

Subject: Authorization to enter into contract C25-0073 with 3x3 Design US LLC as a result of RFP 327, for the Council on Universal Design and Accessibility for a term up to 24-months with three, one-year optional renewals, in an amount not to exceed \$117,700

Action Requested: Approval

Purpose

The Chicago Metropolitan Agency for Planning (CMAP) is seeking to contract with a consultant to assist in establishing and facilitating a regional coalition that will serve as an advisory committee as it relates to the agency's accessibility work.

Background

CMAP developed its Accessible Communities Program to improve municipal compliance with the Americans with Disabilities Act (ADA) in northeastern Illinois through a comprehensive program of outreach, training and education, and technical assistance. The program aims to raise awareness of the benefits of improving accessibility and educate target audiences on legal obligations related to compliance with the ADA, with a particular focus on improving accessibility in the public right-of-way (PROW).

To better inform the work of the Accessible Communities Program, CMAP seeks to form an advisory committee responsible for assessing the Agency's work as it relates to accessibility. The Council on Universal Design and Accessibility (CUDA) will employ the 7 Principles of Universal Design to evaluate the various facets of CMAP's work throughout the region and serve as an advisory body for regional awareness and implementation of ADA compliance, accessibility, and universal design.

The regional coalition will be a staff-led project with consultant assistance. The consultant will be responsible for assisting with the selection of organizations throughout the region that will make up the regional coalition, which will engage the disability community as municipal

transition plans and accessibility initiatives are developed throughout the region. The consultant will facilitate coalition meetings as well as manage the distribution of stipends to coalition members. The consultant and CMAP staff will be responsible for convening the Council to discuss the progress of the CMAP Accessible Communities Program and its elements.

Procurement process

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

The key dates were as follows:

RFP Advertisement/Release	September 11, 2024
Pre-bid Meeting (optional)	September 18, 2024
Deadline for Questions (extended)	September 2, 2024
Deadline (extended)	October 9, 2024
Award Recommendation	November 13, 2024

There were two attendees that joined the pre-bid meeting, potentially representing two unique consulting firms (one participant dialed in), and CMAP received three proposals.

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

Evaluation

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

3x3

The submission from this proposer demonstrated experience with inclusivity and marginalized populations. Their approach included grounding the project using CMAP's Core Values, Universal Design values, and 3x3's values, as well as reviewing ON TO 2050 and including regional priorities. While the approach was only evaluated based on the first two-pages based on the submittal requirements, their project examples and positive references demonstrated proficiency and experience that aligns with the scope of work.

Imagine Delivered

The submission from this proposer demonstrated their high level of capability to perform the scope of work through various clients and engagement activities that would align with CUDA. The firm's values aligned with CMAP's core values and the 7 Principals of Universal Design. The proposer was thoughtful about the entire meeting experience as demonstrated in their inclusion of meeting supplies and food in the price proposal; however, they overemphasized the role of transition plans, which indicates they may not have a clear understanding of the scope of work.

Journey Mobility, LLC

The submission from this proposer provided some record of experience, including a similar project completed with the Los Angeles Accessible Parking Policy Advisory Committee. While the proposer demonstrated a good understanding of the project and provided helpful suggestions to enhance the scope of work, submission received a lower score since CMAP's core values were not integrated into the proposal.

Recommendation for contractor selection

Following consideration of the proposals, the evaluation panel determined that 3x3 Design US, LLC represented the strongest overall submittal based on the evaluation criteria.

The evaluation panel recommends entering into a contract with 3x3 Design US, LLC for a term of up to 24-months, with three one-year renewal options in an amount not to exceed \$107,000 being the price proposal rounded to the nearest thousand. The board authorization request includes an additional 10% increase for a total authorization of \$117,700.

Attachment 1: Evaluation criteria

Attachment 2: Evaluation scores



Chicago Metropolitan Agency for Planning

ATTACHMENT 3: EVALUATION CRITERIA - CONSULTANT SERVICES

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

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

Selection will be weighted and based on the following criteria:

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



ATTACHEMENT 2: EVALUATION SCORES

RFP 327: CUDA

Vendor Name (alphabetical):	Ranking	Price Proposal Amount
3x3	1	\$ 106,800.00
Imagine Deliver	3	\$ 549,450.00
Journey Mobility, LLC	2	\$ 148,320.00



MEMORANDUM

To: CMAP Board

From: CMAP Staff

Date: November 3, 2024

Subject: Authorization to enter into contract C-25-0074 with CCS Learning Academy as a result of RFP 302, for Diversity, equity, and inclusion (DEI) Framework for a term up to 24-months with three, one-year optional renewals, in an amount not to exceed \$150,700

Action Requested: Approval

Purpose

Through this solicitation, CMAP is seeking one consultant (firm or team) with strong expertise in belonging, diversity, equity and inclusion strategies for public sector agencies to lead the update to CMAP's internal DEI Roadmap. The selected consultant will provide subject matter expertise to the agency, conduct a review of current Roadmap and associated activities such as: engage staff, managers, and agency executives in the process; share relevant best practices; develop key performance indicators; monitoring tools; and ultimately deliver an update to the agency's Roadmap to serve the agency for the next three years.

Background

CMAP's commitment to diversity, equity, and inclusion is guided by the agency's DEI Roadmap: a framework for implementing equity-informed policies and programs, tracking our progress, and achieving measurable results. Built on ongoing staff activities and formalized in 2021-2022, the current Roadmap identifies three strategic focus areas — Workforce, Workplace, and Community — that guide the agency's DEI initiatives. Through this Roadmap, CMAP aims to create and maintain fair and equitable hiring practices, foster an inclusive and welcoming workplace, and empower employees to effectively communicate with diverse, underrepresented, and historically marginalized communities.

Procurement process

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

The key dates were as follows:

RFP Advertisement/Release	September 11, 2024
Pre-bid Meeting (optional)	September 25, 2024, at 2:30 PM Central Time
Deadline for Questions	October 7, 2024, at 3:00 PM Central Time
Submittal deadline	October 11, 2024, at 3:00 PM Central Time

There were 26 attendees that joined the pre-bid meeting, representing 22 unique consulting firms and CMAP received 19 proposals. CMAP reviewed and scored 12 responsive proposals.

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

Following consideration of the proposals, the evaluation panel determined the two highest scoring proposers be interviewed out of the 12 proposers whose responses were scored. CMAP declined to extend an interview to LeRoy Thompson & Associates because its proposal exceeded the anticipated term for project delivery (11/24-12/25). Interviews were conducted virtually on November 1, 2024, with the two-finalist presenting their team and approach and responding to CMAP questions.

Evaluation

The evaluation panel used the information from the process above to assess and score the submittals. The results of the evaluation are included in **Attachment 2** and the assessment of the successful proposer is as follows:

CMAP evaluated all responsive proposals based upon the evaluation criteria in **Attachment 1**. Based upon the scoring, and the results of the proposer interviews, the CMAP evaluation committee selected CCS Learning Academy (CCSLA) as the successful respondent for this contract. CCSLA's proposal successfully provided an approach, experienced team and project examples that aligned with the goals for the project. Additionally, the CCS Learning Academy proposal presented a strong understanding of CMAP's core values. Upon interviewing CCS Learning Academy team, the evaluation committee concluded that CCS Learning Academy understood the agency's needs as presented in the RFP and was able to articulate an approach aligned with CMAP's goals and expected future outcomes.

Recommendation for contractor selection

CCS Learning Academy represented the strongest overall submittal based on the evaluation criteria. The evaluation panel recommends entering into a contract with CCS Learning Academy for a term of up to 24-months, with three one-year renewal options in an amount not to exceed \$137,000, being the price proposal rounded to the nearest thousand. The board authorization request includes an additional 10% contingency for a total authorization of \$150,700.

Attachment 1: Evaluation criteria

Attachment 2: Evaluation scores



Chicago Metropolitan
Agency for Planning

ATTACHMENT 3: EVALUATION CRITERIA - PROFESSIONAL SERVICES

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

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

Selection will be weighted and based on the following criteria:

Evaluation Criteria	Maximum Points
1. Project team and firm capability	35
2. Approach and understanding	45
3. Inclusion of CMAP's Core Values	10
4. Client examples	10
5. Past performance	Responsive or non-responsive

6. Bonus DBE/MBE/WBE/VBE Participation	1
Total Possible Points	101
7. Cost	



ATTACHEMENT 2: EVALUATION SCORES

RFP 302: DEI Roadmap Update

Vendor Name (alphabetical):	Ranking	Price Proposal Amount
CCSLA	1	\$ 136,780.00
Prime PMO	2	\$ 305,400.00
LeRoy Thompson & Associates	3	\$ 78,875.00
Raben	4	\$ 294,300.00
Nova Collective LLC	5	\$ 245,550.00
Working IDEAL	6	\$ 216,875.00
The Justice Collective - TJC	7	\$ 269,078.00
Team Tangible	8	\$ 106,075.00
Empress Rules Equity Consulting	9	\$ 144,800.00
Social Current	10	\$ 148,590.00
CultureAlly	11	\$ 42,120.00
Vibe Consulting LLC	12	\$ 322,500.00



MEMORANDUM

To: CMAP Board

From: Michael Brown, Interim Deputy Director of Planning

Date: October 28, 2024

Subject: Authorization to enter into contract C25-0075 with MUSE Community + Design as a result of RFP 318, for Regional and Municipal Accessibility Engagement for a term up to 24-months with three, one-year optional renewals, in an amount not to exceed \$166,100

Action Requested: Approval

Purpose

CMAP is seeking an engagement consultant to support engagement efforts for municipal public right-of-way for Americans with Disabilities Act (PROW ADA) transition plan technical assistance projects and to develop and execute a regional engagement campaign.

Background

CMAP developed its [Accessible Communities program](#) to improve municipal compliance with the Americans with Disabilities Act (ADA) in northeastern Illinois through a comprehensive program of outreach, training and education, and technical assistance. The program aims to raise awareness of the benefits of improving accessibility and educate target audiences on legal obligations related to compliance with the ADA, with a particular focus on improving accessibility in the public right-of-way (PROW).

The engagement support is for municipal PROW ADA transition plan [technical assistance](#) projects, seven of which are already in progress with five more expected to begin in the near future, and approximately two to eight more anticipated over the length of the contract. The Consultant will develop appropriate strategies and tactics that can be replicated across all PROW ADA transition plan projects to maximize efficiency, with some individual tailoring as appropriate.

The regional engagement campaign has a goal of educating and empowering municipal decision makers and staff about the importance of ADA compliance, with a focus on the PROW and Title II requirements, and connecting municipalities with CMAP resources. The campaign will be

strategically developed by the consultant using current survey data and existing CMAP resources, tailored to actionable items and resources for change at the municipal level.

Note: The Consultant will be managed by a PMO consultant (Civiltech) acting as a representative of CMAP.

Procurement process

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

The key dates were as follows:

RFP Advertisement/Release	October 11, 2024
Pre-bid Meeting (optional)	October 16, 2024, at 11:00 AM Central Time
Deadline for Questions	October 17, 2024 at 3:00 PM Central Time
Submission deadline	October 23, 2024 at 3:00 PM Central Time
Estimated award recommendation	November 13, 2024

There were five attendees that joined the pre-bid meeting, representing three unique consulting firms and CMAP received three proposals.

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

Evaluation

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

3x3 Design US, LLC. The submission from this proposer demonstrated their firm had a record of successfully completing similar projects, but did not have a strong grasp of CMAP's core values and the correct project approach for this opportunity.

Images, Inc. The submission from this proposer included a strong project approach and firm capability, but did not integrate CMAP's core values or provide strong project examples.

Muse Community + Design. The submission from this proposer included an outstanding project approach and understanding, strong firm capability, positive references, and a strong inclusion of CMAP's core values. They also included satisfactory project examples.

Recommendation for contractor selection

Following consideration of the proposals, the evaluation panel determined that Muse Community + Design represented the strongest overall submittal based on the evaluation criteria.

The evaluation panel recommends entering into a contract with Muse Community + Design for a term of up to 24-months, with three one-year renewal options in an amount not to exceed \$151,000, being the price proposal rounded to the nearest thousand. The board authorization request includes an additional 10% increase for a total authorization of \$166,100.

Attachment 1: Evaluation criteria

Attachment 2: Evaluation scores



Chicago Metropolitan Agency for Planning

ATTACHMENT 1: EVALUATION CRITERIA - CONSULTANT SERVICES

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

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

Selection will be weighted and based on the following criteria:

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



ATTACHEMENT 2: EVALUATION SCORES

RFP 318: Regional and Municipal Accessibility Engagement

Vendor Name (alphabetical):	Ranking	Price Proposal Amount	
MUSE	1	\$	150,825.00
Images Inc.	2	\$	154,258.00
3x3	3	\$	245,900.00



MEMORANDUM

To: CMAP Board

From: Bill Barnes, Deputy of Regional Plan Implementation

Date: November 1, 2024

Subject: Authorization to enter into contract C25-0076 with KerrSmith Design as a result of RFP 333 for Regional Vision: Scenario Planning for a term up to 24-months with three, one-year optional renewals, in an amount not to exceed \$300,000

Action Requested: Approval

Purpose

The Chicago Metropolitan Agency for Planning (CMAP) is seeking to enter into a contract with a consultant to support the scenario planning activities of an innovative Regional Vision.

Background

CMAP is pursuing a new approach to its federal and state planning responsibilities that will influence regional action. The focal point will be a more nimble, macro-level Regional Vision that guides policy change and implementation over the next 8 to 10 years — with future activities tailored to issues in transportation, climate, and the regional economy. It will mark a significant departure from existing planning-as-usual models. Doing so offers a chance to think differently about how CMAP works with stakeholders on multi-year strategic initiatives. The “big picture” Regional Vision will set the policy guidance to inspire and unify efforts on issues of regional concern. Its focus will be clear, unequivocal statements of “what” we must do together and “why” it matters to our residents.

To support development of this new Regional Vision, CMAP is seeking to enter a contract with a highly qualified, creative vendor to shape and advance scenario planning activities that will prepare the region for future uncertainty.

These activities are critical to the execution of a new approach that CMAP is pursuing to inspire and organize widespread action on issues of regional significance. They will also mark an evolution in CMAP’s practice of analyzing multiple, alternative futures and preparing the region to seize opportunities and avert challenges in the face of uncertainty. The scenario planning activities will help the agency produce a consensus-based, visionary plan to achieve

northeastern Illinois’ macro-level goals and aspirations as the region moves toward the year 2060.

In partnership with CMAP, the successful consultant will develop a limited number of plausible futures based on today’s best understanding of the most important trends, opportunities, and threats anticipated to shape the future of the Chicago metropolitan region. These plausible futures will inform key components of the Regional Vision, including the development of “Grand Challenges,” the evaluation and refinement of robust regional strategies, and public engagement on the region’s values and priorities. The consultant will provide subject matter expertise and augment existing CMAP staff capacity to execute key scenario planning tasks, including the development of an appropriate methodology, the development and deployment of a related stakeholder engagement strategy (including with CMAP boards and committees), and quantitative analytical support for priority trends.

Procurement process

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

The key dates were as follows:

RFP Advertisement/Release	Wednesday, September 18, 2024
Pre-bid Meeting (optional)	Wednesday, September 26, 2024, at 1:00pm Central Time
Deadline for Questions	Wednesday, October 2, 2024, by 3:00pm Central Time
Submission deadline	Wednesday, October 16, 2024, by 3:00pm Central Time

There were 34 attendees that joined the pre-bid meeting, representing 25 unique consulting firms and CMAP received 11 submissions. Of these submissions, CMAP deemed 10 proposals to be valid and complete for review.

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

Following consideration of the proposals, the evaluation panel determined that five proposers should be interviewed. Interviews were conducted on October 22, 2024, with proposers making a presentation of their proposal and responding to previously determined questions posed by the evaluation panel. The evaluation panel used the information from the interview to finalize their scoresheets.

Evaluation

The evaluation scores for each proposal are included in **Attachment 2**.

Following consideration of the proposals, the evaluation panel determined that KerrSmith Design represented the strongest overall submittal based on the evaluation criteria. The approach proposed by KerrSmith reflected a high level of project understanding, with an emphasis on using foresight methodologies, systems mapping, and plausible futures to investigate a broad range of regional issues in the face of uncertainty. KerrSmith also

demonstrated strong qualifications and significant experience in designing and executing scenario planning activities to support regional planning activities. KerrSmith's innovative and creative uses of engagement and planning tools to align stakeholders, leaders, and other partners in shared understandings of the future was also a strength.

Besides KerrSmith, the evaluation panel interviewed four additional proposal teams:

- ICF Incorporated, LLC (with Blue Door Strategy & Research)
- Cambridge Systematics (with Cascadia Partners LLC and Lauten Consulting)
- High Street Consulting Group (with EBP US, Inc., Morreale Communications and Cempel ITC)
- SB Friedman Development Advisors LLC (with All Together, Parametrix and Skidmore, Owings and Merrill LLP)

Each of these proposal teams demonstrated a considerable level of project understanding and thoughtful approaches to address the tasks identified in the RFP. However, the evaluation panel ultimately determined KerrSmith's expertise and experience with foresight methodologies most closely aligned with the needs of the project.

Five firms were not selected for an interview with the evaluation panel:

- SCB (with Arcadis US, Inc., HR&A Advisors, Inc., Center for Neighborhood Technology and MUSE Community + Design)
- AECOM
- Future iQ (with MKSK and RSG)
- Fourth Economy Consulting, Inc. (with Estolano Advisors)
- Lamar Johnson Collaborative

The proposed activities identified in the bids submitted by those firms not selected for interviews generally did not demonstrate a satisfactory level of project understanding. Additionally, evidence of firm expertise and project experience did not clearly demonstrate familiarity and capability with the visionary scenario planning activities anticipated for the project.

Recommendation for contractor selection

The evaluation panel recommends entering into a contract with KerrSmith Design for a term of up to 24-months, with three one-year renewal options in an amount not to exceed \$300,000, being the price proposal rounded to the nearest thousand. The board authorization request includes an additional 10% increase for a total authorization of \$330,000.

Attachment 1: Evaluation criteria

Attachment 2: Evaluation scores



ATTACHMENT 1: EVALUATION CRITERIA – RFP 333

CMAP evaluated all responses to this proposal request for completeness and cost-effectiveness. The evaluation criteria included:

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

Selection was weighted and based on the following criteria:

Evaluation Criteria	Maximum Points
1) Project team and firm capability	35
2) Project approach and understanding of core activities in Tasks 0-4	35
3) Integration of Core Values	15
4) Project examples	15
5) Past performance	Responsible or non-responsible
Bonus) DBE/MBE/WBE/VBE Participation	1
Cost	



ATTACHEMENT 2: EVALUATION SCORES

RFP 333: Regional Vision - Scenario Planning

Vendor Name (alphabetical):	Ranking	Price Proposal Amount
KerrSmith Design	1	\$ 299,250.00
ICF Incorporated, LLC	2	\$ 299,810.06
Cambridge Systematics	3	\$ 300,000.00
High Street Consulting Group	4	\$ 299,916.08
SB Friedman Development Advisors LLC	5	\$ 299,942.50
SCB	6	\$ 299,910.00
AECOM	7	\$ 299,998.00
Future iQ	8	\$ 300,000.00
Fourth Economy Consulting, Inc.	9	\$ 299,845.00
Lamar Johnson Collaborative	10	\$ 298,675.00
Partner@WeUsThem*		\$ -

* CMAP also received what was assumed to be a submission from Partner@WeUsThem, in the form of an 'Outlook Item' attached to an email. The body of the email contained no identifying information, or direction to receive as a submission. CMAP advised Partner@WeUsThem that they would need to send the individual items as attachments for their response to be considered valid. Partner@WeUsThem was unresponsive to this direction and replied with no details in the body of their email and an 'Outlook Item' attachment. CMAP's IT department determined that the body of the email was problematic and flagged it as a possible phishing attack. With no response from Partner@WeUsThem to CMAP inquiries, CMAP determined that opening the response posed too great a risk to CMAP's internal servers and rejected the submission without review.



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

MEMORANDUM

To: CMAP Board

From: Bill Barnes, Deputy of Regional Plan Implementation

Date: November 1, 2024

Subject: Authorization to enter into contract C25-0077 with M. Harris & Co. as a result of RFP 334 for strategic planning and engagement integration for a term up to 36-months with two, one-year optional renewals, in an amount not to exceed \$2,420,000

Action Requested: Approval

Purpose

The Chicago Metropolitan Agency for Planning (CMAP) is seeking to enter into a contract with a consultant to support pre-planning activities for the communications and engagement elements of an innovative Regional Vision.

Background

The purpose of this project, together with other aspects of the Regional Vision, is to develop a trailblazing, multi-year campaign that changes the trajectory of public policy in northeastern Illinois. These pre-planning activities are critical to CMAP's execution of a new, untried approach to inspire and organize widespread action on issues of regional significance. Together, they should help the agency produce a consensus-based, visionary plan to achieve northeastern Illinois' macro-level goals and aspirations as the region moves toward the year 2060.

Externally, it should drive strategic awareness and engagement that mobilizes stakeholders for action around difficult-but-important policy priorities, while meeting the highest standards of equitable outreach and engagement. Internally, it should support a clear understanding about the regional planning process, CMAP's new approach, and the opportunities for greater alignment and leadership.

CMAP seeks to enter a contract with a consultant qualified and experienced in leading strategic communications and engagement on public issues of regional concern. This includes a combination of content and strategic key messaging, in-person workshop facilitation (with key stakeholders including CMAP boards and committees), visual design and branding integration, special event planning, and the development of multiple, coordinated deliverables like a

communications and engagement strategy, stakeholder management process, and operations of an extensive regionwide public engagement campaign in summer 2026.

Procurement process

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

The key dates were as follows:

RFP Advertisement/Release	Wednesday, September 18, 2024
Pre-bid Meeting (optional)	Wednesday, September 25, 2024, at 1:30pm Central Time
Deadline for Questions	Wednesday, October 2, 2024, by 3:00pm Central Time
Submission deadline	Wednesday, October 16, 2024, by 3:00pm Central Time

There were 21 attendees that joined the pre-bid meeting, representing 17 unique consulting firms and CMAP received thirteen 13 submissions. Of these submissions, CMAP deemed 12 proposals to be valid and complete for review.

Proposals were reviewed by CMAP staff, who scored each proposal independently based on the evaluation criteria included in **Attachment 1**. Following consideration of the proposals, the evaluation panel determined that five proposers should both be interviewed. Interviews were conducted on October 25, 2024 with proposers making a presentation of their proposal and responded to previously provided questions submitted by the evaluation panel. The evaluation panel used the information from the interview to finalize their scoresheets.

Evaluation

The evaluation scores for each proposal are included in **Attachment 2**. RFP 334 set forth certain core activities (Tasks 0-4) expected of the selected consultant as part of the Regional Vision process. To support a cohesive approach, this scope of services also identified additional optional tasks (Options A-C) on which the respondents could bid. Respondents to this RFP were strongly encouraged to consider and respond to all aspects of the project scope. The listed price proposal amounts reflect only the proposed activities included in each bid.

Following consideration of the proposals, the evaluation panel determined that M. Harris & Co. represented the strongest overall submittal based on the evaluation criteria. The approach proposed by M. Harris & Co. (in partnership with MSB Policy Consulting) reflected a high level of project understanding, with an emphasis on bringing design-thinking techniques and strategic messaging to give the Regional Vision a creative, clear, different, and unforgettable voice. M. Harris & Co. also demonstrated strong qualifications and significant experience in facilitating strategic planning as well as stakeholder management to support regional public issues campaigns. M. Harris & Co.'s proposal includes a highly qualified team with a proven ability to create and execute innovative ideas to promote the regional planning process with the public, stakeholders, leaders, and other partners.

Besides M. Harris & Co., the evaluation panel interviewed four additional proposal teams:

- a5 Branding & Digital (in partnership with COLLABO)
- Avoq (in partnership with Stanhope Consulting)
- Rudd Resources (in partnership with All Together, Herrera Strategy, Span Studio)
- WSP

Each of these proposal teams demonstrated a considerable level of project understanding and thoughtful approaches to address the tasks identified in the RFP. However, the evaluation panel ultimately determined M. Harris & Co. has the particular expertise and experience with strategic planning, engagement integration, and large public issue campaigns most closely aligned with the needs of the project.

Five firms were not selected for an interview with the evaluation panel:

- Finlay House Global
- Images, Inc. (in partnership with Underthink)
- Resolute Public Affairs
- Jasculca Terman Strategic Communications
- Morreale Communications (in partnership with High Street Consulting Group, LLC and CDM Smith)
- CS-Effect (in partnership with Bionic Content and Nexxos)
- EcoHealth Strategies (in partnership with Meadows Eastside Community Resource Organization)

The proposed activities provided by these firms generally did not demonstrate a satisfactory level of project understanding. Additionally, evidence of firm expertise and project experience did not clearly demonstrate familiarity and capability with the activities anticipated for the project.

Recommendation for contractor selection

The evaluation panel recommends entering into a contract with M. Harris & Co. for a term of up to 36-months, with two one-year renewal options in an amount not to exceed \$2,420,000, being the price proposal rounded to the nearest thousand. This includes \$1,490,000 in total fees to M. Harris & Co. (in partnership with MSB Policy Consulting) as well as \$710,000 in related expenses (printing, swag, advertising) for a large-scale public engagement campaign in spring/summer 2026. The latter may be excluded from the contract with M. Harris & Co. and procured separately pending final negotiations. The board authorization request includes an additional 10% increase for a total authorization of \$2,420,000.

Attachment 1: Evaluation criteria

Attachment 2: Evaluation scores



ATTACHMENT 1: EVALUATION CRITERIA – RFP 334

CMAP evaluated all responses to this proposal request for completeness and cost-effectiveness. The evaluation criteria included:

- 1) **Project team and firm capability.** Demonstrated record of experience of the Consultant firm(s) and identified staff, verified by references, in providing the professional services described in the scope of services. Qualifications, experience, and availability of committed personnel and team member firms.
 - 2) **Project approach and understanding of core activities in Tasks 0-4.** Demonstrated understanding of the scope of services through the project approach to deliverables described in Task 0-4; any reasonable recommended modifications to the scope; and a reasonable project schedule that meets the project goals. Respondents — including proposed teams of consultants — will be assessed on their qualifications to perform the core, pre-planning activities in Tasks 0-4. Failure to address each of the core, pre-planning activities in Tasks 0-4 will render a response incomplete. This includes evaluation of the strength and innovativeness of the approach and any optional or additional enhancements.
 - 3) **Integration of Core Values.** Demonstrated understanding and commitment to CMAP's [Core Values](#) through the project approach, alignment with the consultant's core values, and/or through the project examples.
 - 4) **Project examples.** Verifiable examples of the Consultant firm(s) completing the same or similar deliverables through project examples.
 - 5) **Past performance.** Prior performance on previous CMAP contracts. Vendors who are or have been seriously deficient in current or recent contract performance, in the absence of evidence to the contrary or circumstances properly beyond the control of the Vendor, shall be presumed to be unable to meet these requirements. Past unsatisfactory performance is sufficient to justify a finding of non-responsibility.
- (Bonus) **DBE/MBE/WBE/VBE Participation.** CMAP will award one (1) bonus point overall to those qualified prime consultant respondents who have been certified as a DBE by the Illinois Unified Certification Program (IL-UCP); as a Minority Business Enterprise (MBE), or Women-Owned Business Enterprise (WBE) by the City of Chicago; or as an MBE, WBE, or Veteran-Owned Business Enterprise (VBE) by Cook County.

Selection was weighted and based on the following criteria:

Evaluation Criteria	Maximum Points
1) Project team and firm capability	35
2) Project approach and understanding of core activities in Tasks 0-4	35
3) Integration of Core Values	15
4) Project examples	15
5) Past performance	Responsible or non-responsible
(Bonus) DBE/MBE/WBE/VBE Participation	1
Cost	

ATTACHEMENT 2: EVALUATION SCORES

RFP 334: Regional Vision - Strategic Communication

Vendor Name (alphabetical):	Ranking	Price Proposal Amount**
M. Harris & Co.	1	\$ 2,200,000.00
a5 Branding & Digital	2	\$ 1,683,000.00
Findlay House Global	3	\$ 1,935,792.06
Avoq	4	\$ 1,950,000.00
Images Inc	5	\$ 1,613,121.00
Rudd Resources	6	\$ 2,223,403.00
WSP	7	\$ 2,248,313.00
Jasculca Terman Strategic Communications	8	\$ 2,229,400.00
Resolute Public Affairs	9	\$ 2,248,640.97
Morreale	10	\$ 2,235,774.00
CS-Effect	11	\$ 1,599,625.00
EcoHealth	12	\$ 580,750.00
Partner@WeUsThem***		\$ -

** RFP 334 set forth certain core activities (Tasks 0-4) expected of the selected consultant as part of the Regional Vision process. To support a cohesive approach, this scope of services also identified additional optional tasks (Options A-C) on which the respondents could bid. Respondents to this RFP were strongly encouraged to consider and respond to all aspects of the project scope. The listed price proposal amounts reflect only the proposed activities included in each bid.

*** CMAP also received what was assumed to be a submission from Partner@WeUsThem, in the form of an 'Outlook Item' attached to an email. The body of the email contained no identifying information, or direction to receive as a submission. CMAP advised Partner@WeUsThem that they would need to send the individual items as attachments for their response to be considered valid. Partner@WeUsThem was unresponsive to this direction and replied with no details in the body of their email and an 'Outlook Item' attachment. CMAP's IT department determined that the body of the email was problematic and flagged as a possible phishing attack. With no response from Partner@WeUsThem to CMAP inquiries, CMAP determined that opening the response posed too great a risk to CMAP's internal servers and rejected the submission without review.



MEMORANDUM

To: CMAP Board

From: CMAP Staff

Date: October 30, 2024

Subject: 2025 CMAP Board Meeting Schedule

Action Requested: Approval

Recommendation

The Board approves an annual meeting schedule. Traditionally, the Board traditionally meets at 9:30 a.m. on the second Wednesday of the month. The proposed schedule for 2025 is as follows:

January 13 (Monday)

February 12

March 12

April 9

May 14

June 11

July 9 – (only if necessary)

August 13 – (only if necessary)

September 10

October 8 - annual joint meeting with the MPO Policy Committee

November 12

December 10 – (only if necessary)



MEMORANDUM

To: CMAP Board

From: CMAP Staff

Date: November 1, 2024

Re: Approval of Committees for 2025

Action Requested: Approval

Recommendation

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

It is recommended the Board reaffirm the following committees for 2025:

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



MEMORANDUM

To: CMAP Board

From: CMAP Staff

Date: October 30, 2024

Subject: CMAP Board by-laws

Action Requested: Approval

Background

The Chicago Metropolitan Agency for Planning (CMAP) is governed by the Regional Planning Act. In early 2024, the Board discussed the challenges in meeting the four-fifths requirement to take action on the day-to-day operations of the agency in a timely manner.

In February, 2024, Senate Bill 3389, the Regional Planning Act Modernization Bill, was introduced. It proposed the concurrence of four-fifths of the Board members in office for all actions except for decisions regarding contracts (excluding contracts pertaining to the employment of the Executive Director, grants, purchase agreements, and meetings which would require a simple majority vote the Board members in office.

Recommendation

On August 9, Public Act 103-0986, included as **Attachment 1**, was signed into law by the governor and goes into effect on January 1, 2025. Amendments to the CMAP Board's by-laws are needed to mirror the language in the new legislation related to the voting requirement.

The amendments to the by-laws are included in **Attachment 2** for your review. It is requested that the Board formally accept the changes to the by-laws.

Attachment 1: Public Act 103-0986

Attachment 2: Boardy By-laws (Redline)

AN ACT concerning local government.

**Be it enacted by the People of the State of Illinois,
represented in the General Assembly:**

Section 5. The Regional Planning Act is amended by changing Sections 10, 15, 25, and 60 as follows:

(70 ILCS 1707/10)

Sec. 10. Definitions.

"Board" means the Board of the Chicago Metropolitan Agency for Planning.

"CMAP" means the Chicago Metropolitan Agency for Planning.

"Chief elected county official" means the Board Chair ~~Chairman~~ in DuPage, Kane, Kendall, Lake, and McHenry Counties and the County Executive in Will County.

"Fiscal year" means the fiscal year of the State.

"IDOT" means the Illinois Department of Transportation.

"MPO" means the metropolitan planning organization designated under 23 U.S.C. 134.

"Members" means the members of the Board.

"Person" means an individual, partnership, firm, public or private corporation, State agency, transportation agency, or unit of local government.

"Policy Committee" means the decision-making body of the MPO.

"Region" or "northeastern Illinois region" means Cook, DuPage, Kane, Kendall, Lake, McHenry, and Will Counties.

"State agency" means "agency" as defined in Section 1-20 of the Illinois Administrative Procedure Act.

"Transportation agency" means the Regional Transportation Authority and its Service Boards; the Illinois Toll Highway Authority; the Illinois Department of Transportation; and the transportation functions of units of local government.

"Unit of local government" means a unit of local government, as defined in Section 1 of Article VII of the Illinois Constitution, that is located within the jurisdiction and area of operation of the Board.

"USDOT" means the United States Department of Transportation.

(Source: P.A. 94-510, eff. 8-9-05; 95-677, eff. 10-11-07.)

(70 ILCS 1707/15)

Sec. 15. Chicago Metropolitan Agency for Planning; structure.

(a) The Chicago Metropolitan Agency for Planning is established as a political subdivision, body politic, and municipal corporation. The Board shall be responsible for developing and adopting a funding and implementation strategy for an integrated land use and transportation planning process for the northeastern Illinois region.

(b) (Blank.)

(c) The Board shall consist of 15 voting members as follows:

(1) One member from DuPage County appointed cooperatively by the mayors of DuPage County and the chief elected county official of DuPage County.

(2) One member representing both Kane and Kendall Counties appointed cooperatively by the mayors of Kane County and Kendall County and the chief elected county officials of Kane County and Kendall County.

(3) One member from Lake County appointed cooperatively by the mayors of Lake County and the chief elected county official of Lake County.

(4) One member from McHenry County appointed cooperatively by the mayors of McHenry County and the chief elected county official of McHenry County.

(5) One member from Will County appointed cooperatively by the mayors of Will County and the chief elected county official of Will County.

(6) Five members from the City of Chicago appointed by the Mayor of the City of Chicago.

(7) One member from that portion of Cook County outside of the City of Chicago appointed by the President of the Cook County Board of Commissioners.

(8) Four members from that portion of Cook County outside of the City of Chicago appointed, with the consent of the President of the Cook County Board of

Commissioners, as follows:

(i) One by the mayors representing those communities in Cook County that are outside of the City of Chicago and north of Devon Avenue.

(ii) One by the mayors representing those communities in Cook County that are outside of the City of Chicago, south of Devon Avenue, and north of Interstate 55, and in addition the Village of Summit.

(iii) One by the mayors representing those communities in Cook County that are outside of the City of Chicago, south of Interstate 55, and west of Interstate 57, excluding the communities of Summit, Dixmoor, Posen, Robbins, Midlothian, Oak Forest, and Tinley Park.

(iv) One by the mayors representing those communities in Cook County that are outside of the City of Chicago and east of Interstate 57, and, in addition, the communities of Dixmoor, Posen, Robbins, Midlothian, Oak Forest, and Tinley Park.

The terms of the members initially appointed to the Board shall begin within 60 days after this Act takes effect.

(d) The CMAP Board may appoint non-voting members of the Board.

(e) (Blank). ~~(1) The CMAP Board shall create a Wastewater Committee with the responsibility of recommending directly to the Illinois Environmental Protection Agency (IEPA) the~~

~~appropriateness of proposed requests for modifications and amendments to the established boundaries of wastewater facility planning areas, requests for the creation of new wastewater facility planning areas, requests for the elimination of existing wastewater facility planning areas, requests for new or expanded sewage treatment facilities, or any other amendments to the State of Illinois Water Quality Management Plan required under the federal Clean Water Act. The Chairmanship of the Wastewater Committee shall rotate every 24 months between the individuals described in subsections (c) (2) (iv) and (c) (2) (v) with the individual identified in subsection (c) (2) (v) serving as chairman for the initial 24-month period commencing on the effective date of this amendatory Act of the 95th General Assembly.~~

~~(2) The Wastewater Committee shall consist of 5 members of the CMAP Board designated as follows:~~

~~(i) One member of the Wastewater Committee shall be one of the CMAP Board members designated in subsection (c) (1) through (c) (5).~~

~~(ii) One member of the Wastewater Committee shall be one of the CMAP Board members designated in subsection (c) (6).~~

~~(iii) One member of the Wastewater Committee shall be one of the CMAP Board members designated in subsection (c) (7) or (c) (8).~~

~~(iv) One member of the Wastewater Committee shall~~

~~be a person appointed by the President of the Metropolitan Water Reclamation District of Greater Chicago (and who does not need to serve on the CMAP Board).~~

~~(v) One member of the Wastewater Committee shall be a person appointed by the President of the largest statewide association of wastewater agencies (and who does not need to serve on the CMAP Board).~~

~~(3) Terms of the members of the Wastewater Committee shall be consistent with those identified in Section 25, except that the term of the member of the Wastewater Committee appointed by the President of the Metropolitan Water Reclamation District of Greater Chicago shall expire on July 1, 2009, and the term of the member of the Wastewater Committee appointed by the President of the largest statewide association of wastewater agencies shall expire on July 1, 2009.~~

(f) Concurrence of four-fifths of the Board members in office is necessary for the Board to take any action, except for decisions with regard to contracts, excluding contracts pertaining to the employment of the Executive Director, grants, purchase agreements, and meeting minutes, which shall require a simple majority vote of the Board members in office
~~With the exception of matters considered and recommended by the Wastewater Committee directly to the IEPA, which shall require only a concurrence of a simple majority of the~~

~~Wastewater Committee members in office, concurrence of four fifths of the Board members in office is necessary for the Board to take any action.~~

(Source: P.A. 94-510, eff. 8-9-05; 95-677, eff. 10-11-07.)

(70 ILCS 1707/25)

Sec. 25. Operations.

(a) Each appointing authority shall give notice of its Board appointments to each other appointing authority, to the Board, and to the Secretary of State. Within 30 days after his or her appointment and before entering upon the duties of the office, each Board member shall take and subscribe to the constitutional oath of office and file it with the Secretary of State. Board members shall hold office for a term of 4 years or until successors are appointed and qualified. The terms of the initial Board members shall expire as follows:

(1) The terms of the member from DuPage County and the member representing both Kane and Kendall Counties shall expire on July 1, 2007.

(2) The terms of those members from Lake, McHenry, and Will Counties shall expire on July 1, 2009.

(3) As designated at the time of appointment, the terms of 2 members from the City of Chicago shall expire on July 1, 2007 and the terms of 3 members from the City of Chicago shall expire on July 1, 2009.

(4) The term of the member appointed by the President

of the Cook County Board of Commissioners shall expire on July 1, 2007.

(5) The terms of those members appointed, with the consent of the President of the Cook County Board of Commissioners, by the mayors representing those communities in Cook County that are outside of the City of Chicago and north of Devon Avenue shall expire on July 1, 2007.

(6) The terms of those members appointed, with the consent of the President of the Cook County Board of Commissioners, by the mayors representing those communities in Cook County that are outside of the City of Chicago, south of Interstate 55, and west of Interstate 57, excluding the communities of Summit, Dixmoor, Posen, Robbins, Midlothian, Oak Forest, and Tinley Park, shall expire on July 1, 2007.

(7) The terms of those members appointed, with the consent of the President of the Cook County Board of Commissioners, by the mayor representing those communities in Cook County that are outside of the City of Chicago, south of Devon Avenue, and north of Interstate 55, and, in addition, the Village of Summit, shall expire on July 1, 2009.

(8) The terms of those members appointed, with the consent of the President of the Cook County Board of Commissioners, by the mayors representing those

communities in Cook County that are outside of the City of Chicago and east of Interstate 57, and, in addition, the communities of Dixmoor, Posen, Robbins, Midlothian, Oak Forest, and Tinley Park, shall expire on July 1, 2009.

(b) If a vacancy occurs, the appropriate appointing authority shall fill the vacancy by an appointment for the unexpired term. Board members shall receive no compensation, but shall be reimbursed for expenses incurred in the performance of their duties.

(c) The Board shall be so appointed as to represent the City of Chicago, that part of Cook County outside the City of Chicago, and that part of the metropolitan region outside of Cook County on a one person ~~man~~ one vote basis. Within 6 months after the release of each certified federal decennial census, the Board shall review its composition and, if a change is necessary in order to comply with the representation requirements of this subsection (c), shall recommend the necessary revision for approval by the General Assembly.

(d) Regular meetings of the Board shall be held at least once in each calendar quarter. The time and place of Board meetings shall be fixed by resolution of the Board. Special meetings of the Board may be called by the chair ~~chairman~~ or a majority of the Board members. A written notice of the time and place of any special meeting shall be provided to all Board members at least 3 days prior to the date fixed for the meeting, except that if the time and place of a special meeting

is fixed at a regular meeting at which all Board members are present, no such written notice is required. A majority of the Board members in office constitutes a quorum for the purpose of convening a meeting of the Board.

(e) The meetings of the Board shall be held in compliance with the Open Meetings Act. The Board shall maintain records in accordance with the provisions of the State Records Act.

(f) At its initial meeting and its first regular meeting after July 1 of each year thereafter, the Board from its membership shall appoint a chair ~~chairman~~ and may appoint vice chairs ~~chairmen~~ and shall provide the term and duties of those officers pursuant to its bylaws. Before entering upon duties of office, the chair ~~chairman~~ shall execute a bond with corporate sureties to be approved by the Board and shall file it with the principal office of the Board. The bond shall be payable to the Board in whatever penal sum may be directed and shall be conditioned upon the faithful performance of the duties of office and the payment of all money received by the chair ~~chairman~~ according to law and the orders of the Board. The Board may appoint, from time to time, an executive committee and standing and ad hoc committees to assist in carrying out its responsibilities.

(g) Open meetings of the Board shall be broadcast to the public and maintained in real-time on the Board's website using a high-speed Internet connection. Recordings of each meeting broadcast shall be posted to the Board's website

within a reasonable time after the meeting and shall be maintained as public records to the extent practicable, as determined by the Board. Compliance with the provisions of this amendatory Act of the 100th General Assembly does not relieve the Board of its obligations under the Open Meetings Act.

(Source: P.A. 100-479, eff. 1-1-18.)

(70 ILCS 1707/60)

Sec. 60. Transportation decision-making.

(a) The Policy Committee is the federally designated Metropolitan Planning Organization for the Chicago region under the requirements of federal regulations promulgated by USDOT. The Policy Committee shall approve all plans, reports, and programs required of an MPO, including the federally mandated Regional Transportation Plan, Transportation Improvement Program and Unified Work Program.

(b) It is the intent of this Act that the transportation planning and investment decision-making process be fully integrated into the regional planning process.

(c) The Board, in cooperation with local governments and transportation providers, shall develop and adopt a process for making the transportation decisions that require final MPO approval pursuant to federal law. That process shall comply with all applicable federal requirements. The adopted process shall ensure that all MPO plans, reports, and programs shall

be approved by the CMAP Board prior to final approval by the MPO.

(d) The Board shall continue directly involving local elected officials in federal program allocation decisions for the Surface Transportation Program, ~~and~~ Congestion Mitigation and Air Quality funds, and any other federally suballocated funding as required by law and in addressing other regional transportation issues.

(Source: P.A. 94-510, eff. 8-9-05; 95-677, eff. 10-11-07.)

(70 ILCS 1707/63 rep.)

(70 ILCS 1707/70 rep.)

Section 10. The Regional Planning Act is amended by repealing Sections 63 and 70.

**BY-LAWS OF THE
CHICAGO METROPOLITAN AGENCY FOR PLANNING**

Adopted June 21, 2006

Revised November 28, 2007

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Revised June 9, 2021

Revised April 10, 2024

Revised _____, 2024

**BY-LAWS OF THE
CHICAGO METROPOLITAN AGENCY FOR PLANNING**

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ARTICLE ONE
Purpose of the Chicago Metropolitan Agency for Planning

The Chicago Metropolitan Agency for Planning (“CMAP”) was created by the Regional Planning Act (70 ILCS 1707/1 et. seq.) (the “Act”), and the agency’s Policy Committee is the federally-designated Metropolitan Planning Organization for northeastern Illinois as detailed in the Federal-Aid Highway Act of 1962 [23 U.S.C. § 134]. The Act provides for a consolidated regional planning agency to plan for the most effective public and private investments in the northeastern Illinois region, to better integrate plans for land use and transportation, program transportation funds, and serve as the region’s data hub.

CMAP was created to address the development and transportation challenges in Cook, DuPage, Kane, Kendall, Lake, McHenry and Will Counties. The agency also provides research on transportation system safety and equity, freight, housing, economic development, and environment and natural resources through the federally- required metropolitan planning process.

These Rules shall serve to guide the proper functioning of the urban transportation planning process by CMAP as well as general procedures and policies for CMAP, and CMAP committees.

ARTICLE TWO
Definitions

As used in these By-Laws, the following terms shall mean:

- (a) Act means the Regional Planning Act, effective August 9, 2005, as amended now and hereafter.
- (b) Board means the fifteen voting members and non-voting members of CMAP.
- (c) Board member means a voting member or non-voting member of CMAP.
- (d) Policy Committee means the decision-making body of the MPO.
- (e) Chair means the Chair of the Board.
- (f) Executive Director means the Executive Director of the Chicago Metropolitan Agency for Planning.
- (g) Northeastern Illinois region means Cook, DuPage, Kane, Kendall, Lake, McHenry, and Will Counties.
- (h) CMAP means the Chicago Metropolitan Agency for Planning created pursuant to the Act.

ARTICLE THREE
Organization of the Chicago Metropolitan Agency for Planning

1. Composition of the Board

The CMAP is governed by a board (“Board”) consisting of the following 15 voting members and non-voting members, all as appointed pursuant to the Regional Planning Act (the “Act”) and serving for initial terms as follows:

- A. One member from DuPage County appointed cooperatively by the mayors of DuPage County and the chief elected county official of DuPage County with a term expiring on July 1, 2007.
- B. One member representing both Kane and Kendall Counties appointed cooperatively by the mayors of Kane County and Kendall County and the chief elected county officials of Kane County and Kendall County with a term expiring on July 1, 2007.
- C. One member from Lake County appointed cooperatively by the mayors of Lake County and the chief elected county official of Lake County with a term expiring on July 1, 2009.
- D. One member from McHenry County appointed cooperatively by the mayors of McHenry County and the chief elected county official of McHenry County with a term expiring on July 1, 2009.
- E. One member from Will County appointed cooperatively by the mayors of Will County and the chief elected county official of Will County with a term expiring on July 1, 2009.
- F. Five members from the City of Chicago appointed by the Mayor of the City of Chicago. As designated at the time of appointment, the terms of 2 of these members shall expire on July 1, 2007 and the terms of the other 3 members shall expire on July 1, 2009.
- G. One member from that portion of Cook County outside of the City of Chicago appointed by the President of the Cook County Board of Commissioners with a term expiring on July 1, 2007.
- H. Four members from that portion of Cook County outside of the City of Chicago appointed, with the consent of the President of the Cook County Board of Commissioners, as follows:
 - 1) One by the mayors representing those communities in Cook County that are outside of the City of Chicago and north of Devon Avenue with a term expiring on July 1, 2007.

- 2) One by the mayors representing those communities in Cook County that are outside of the City of Chicago, south of Devon Avenue, and north of Interstate 55, and in addition the Village of Summit with a term expiring on July 1, 2009.
 - 3) One by the mayors representing those communities in Cook County that are outside of the City of Chicago, south of Interstate 55, and west of Interstate 57, excluding the communities of Summit, Dixmoor, Posen, Robbins, Midlothian, Oak Forest, and Tinley Park with a term expiring on July 1, 2007.
 - 4) One by the mayors representing those communities in Cook County that are outside of the City of Chicago and east of Interstate 57, and, in addition, the communities of Dixmoor, Posen, Robbins, Midlothian, Oak Forest, and Tinley Park with a term expiring on July 1, 2009.
- I. The Policy Committee may appoint one of their members to serve as a non-voting member and the CMAP Board may appoint other non-voting members of the Board. All members must reside in the seven-county region.
2. Terms

After their initial terms, Board members shall hold a term of 4 years or until successors are appointed and qualified.
 3. Vacancies

If a vacancy occurs, the appropriate appointing authority shall fill the vacancy by an appointment for the unexpired term.
 4. Compensation

Board members shall receive no compensation, but shall be reimbursed for expenses incurred in the performance of their duties.
 5. Attendance by Video or Audio Conference

Board members or committee members may attend a Board or committee meeting via audio or video conference only to the extent permitted under the Open Meetings Act (5 ILCS 120/1, *et seq.*), now and as hereafter amended.
 6. Quorum

A majority of the voting Board members holding office shall constitute a quorum for the purpose of convening a meeting of the Board.

7. Voting

- A. A vote shall be taken on any motion, resolution, or ordinance of the CMAP Board and shall be included in the record of the meeting.
- B. ~~The Except as otherwise provided in the Act, the~~ affirmative votes of at least a simple majority of the Board members in office is necessary for the Board to take action on any contract (other than a contract pertaining to the employment of the Executive Director), grant, purchase agreement, and meeting minutes. The affirmative vote of 4/5 of the Board members in office is necessary for the Board to take any action ~~for which Board approval is required pursuant to the Act or these By-Laws~~ any other matter. A Board member or committee member who attends a meeting via audio or video conference (as provided in Article 3, Section 5 above) is considered present for purposes of voting.

8. Regular Meetings and Time and Place of Meetings

Regular meetings of the Board shall be held at least once in each calendar quarter. The time and place of Board meetings shall be fixed by resolution of the Board.

9. Special Meetings

Special meetings of the Board may be called by the Chair or a majority of the Board members.

10. Workshop Meetings

The Board may choose to hold workshop meetings from time to time, by a call of the Chair or a majority of the Board members. A quorum shall not be necessary for conducting a workshop; however, all board workshops shall be noticed in the same manner as regular meetings of the Board, and no final action may be taken at any Board workshop. Workshop meetings shall be considered meetings of the Board for purposes of these By-Laws and the Open Meetings Act.

11. Notice to Board Members

A written notice of the time and place of any special meeting or workshop shall be provided to all Board members at least 96 hours prior to the date fixed for the meeting by regular mail, e-mail or facsimile, except that if the time and place of a special meeting is fixed at a regular meeting at which all Board members are present, no such written notice is required.

12. Chair, First Vice Chair, and Second Vice Chair

At its initial meeting and its first regular meeting after July 1 of each year thereafter, the Board shall appoint from its membership a Chair, a first vice Chair and a second vice Chair who will all serve until their successors are appointed. The first vice Chair shall act as Chair during the absence or disability of the Chair and in case of resignation or death

of the Chair and shall carry out such other duties as designated by resolution of the Board. If the first vice Chair is unavailable to take on such duties, the second vice Chair shall act as Chair during the absence or disability of the Chair and in case of resignation or death of the Chair and shall carry out such other duties as designated by resolution of the Board.

13. Agenda Development and Distribution for Board Meetings

- A. Before a Board meeting, the Chair shall review a tentative agenda prepared by the Executive Director and set a final agenda for the upcoming Board meeting. Board members' requests to place an item on the agenda shall be made to the Executive Director or the Chair at least 96 hours prior to the date fixed for the meeting.
- B. The Executive Director shall provide the agenda for each regular meeting to all Board members at least 72 hours before such meeting. The Executive Director shall also provide to each Member a draft of each ordinance or resolution to be proposed for action of the Board at least 72 hours before such meeting. The agenda for such meeting shall be posted at the principal office of CMAP and at the location where the meeting will be held, at least 48 hours before such meeting. Revisions to the agenda may be made by the Chair or by a majority of the Board not less than 72 hours prior to the meeting, including addition to the agenda of items requiring adoption of an ordinance or resolution at the meeting, provided, however, that a copy of each ordinance or resolution is also made available to each Member.

14. Consent Agenda

- A. At any meeting, the Board may, by unanimous consent, take a single vote on the several questions of the passage of any two or more of the designated ordinances, orders, resolutions, or motions placed together for voting purposes in a single group (the "Consent Agenda"). The Executive Director may, but is not required to, submit a Consent Agenda to be considered by the Board at each Board meeting. The Consent Agenda may contain (1) all matters deemed by the Executive Director to be of a noncontroversial nature; (2) all matters on which the Board has previously issued a preliminary favorable vote or recommendation; and (3) the approval of bids when the recommendation is to accept the low bidder.
- B. Any item may be removed from the Consent Agenda at the Board meeting by the request of any one member. Upon removal, the item will be considered and voted upon separately.
- C. A single vote on the Consent Agenda shall be deemed in compliance with all requirements of law for all intents and purposes as if the vote in each case had been taken separately for each individual item on the Consent Agenda. Members voting on the Consent Agenda may state those specific items for which they vote nay, or abstain.

15. Minutes of Board and Committee Meetings

Written minutes of all Board and committee meetings shall be prepared. Such minutes shall include, but need not be limited to:

- 1) the date, time and place of the meeting;
- 2) the members recorded as either present or absent (if any members attended via audio or video conference, the minutes of such meetings must state which members were physically present and which members were present via audio or video conference); and
- 3) a summary or discussion on all matters proposed, deliberated or decided, and a record of any votes taken.

Board members may request that specific comments be included in the minutes.

Minutes of all meetings open to the public shall be maintained on file by the Executive Director.

Minutes of prior meetings open to the public and prior meetings closed to the public shall be furnished to Board members in the advance Board packages for review and approval at the ensuing Board meeting.

Minutes of meetings open to the public shall be available for public inspection during the regular business hours of CMAP at the principal office of CMAP within 7 days of the approval of such minutes. Minutes of meetings closed to the public shall be placed in a confidential file and available for public inspection only after the Board determines that it is no longer necessary to protect the public interest or the privacy of an individual by keeping them confidential.

The Board shall periodically, but no less than semi-annually, meet to review minutes of all closed meetings. At such meetings a determination shall be made, and reported in an open session that (1) the need for confidentiality still exists as to all or part of those minutes or (2) that the minutes or portions thereof no longer require confidential treatment and are available for public inspection.

16. Compliance with the Open Meetings Act

All meetings of the Board and committees shall be held in compliance with the Open Meetings Act (5 ILCS 1201/1, *et seq.*), now and as hereafter amended.

17. Board Committees

The committees of the Board may make recommendations to the Board, but, except as provided to the contrary in these By-Laws with respect to the Executive Committee, the Board takes all actions for CMAP. The committees of the Board are as follows:

- A. Executive Committee. The Executive Committee is to be comprised of six members, as follows:

1. Two members from among the Board members representing the City of Chicago;
2. Two members from among the Board members representing suburban Cook County; and
3. Two members from among the Board members representing DuPage, Kane, Kendall, Lake, McHenry, and Will Counties.

Each member of the Executive Committee must be approved by a concurrence of four-fifths of the Board members in office.

The Executive Committee shall serve as the audit and finance committee and (i) manage the day-to-day operations of CMAP; (ii) review and direct the activities of the other committees of CMAP; (iii) make recommendations on an executive director; (iv) develop strategic plans and policies for CMAP; and (v) develop a funding plan for the CMAP. Further, the Executive Committee shall have those powers and duties set forth in Article 4 of these By-Laws.

- B. Transportation Committee. The CMAP Board shall jointly determine the structure and member organizations of the Transportation Committee with the Policy Committee. The Transportation Committee shall fulfill duties outlined in the Memorandum of Understanding (MOU) between CMAP and the Policy Committee.
- C. Citizens' Advisory Committee. The CMAP Board shall create a standing Citizens' Advisory Committee to provide continuous and balanced public representation in the development of regional plans and policies.
- D. Any other committees created by the Board. Such committees shall have such duties as the Board designates.

The Board can change the duties of any committee or dissolve any committee at any time, with the exception of the Citizens' Advisory Committee and the Transportation Committee which shall be done jointly with the Policy Committee. The Chair shall appoint members to committees and designate committee ~~chairmen~~ chairs at the beginning of each calendar year or at the time the Committee is created. The Chair of each committee shall serve for the balance of the calendar year and until a successor is appointed. The Chair of any committee may be reappointed as Chair of the committee.

The Chair may delegate to the Executive Director management of committees created pursuant to this section, including but not limited to the appointment of committee members and Chair, establishment of meeting dates, and the setting of meeting agendas. The Executive Director may also establish technical committees to advise CMAP staff.

Any question of committee jurisdiction over an issue shall be raised with the Executive Director.

18. Live-streaming

The Board will broadcast open meetings of the board in real time using a high-speed Internet connection in compliance with the Regional Planning Act.

ARTICLE FOUR
Powers of the Executive Committee

1. In addition to those duties set forth in Article Three, Paragraph 17.A of these By-Laws, the Executive Committee has been established by the Board to:
 - A. discuss CMAP agenda items, legislative issues, and similar concerns and business, for recommendation(s) to the Board;
 - B. take action on certain administrative items, including (i) procurements for work activities that have been approved by the board; and (ii) accepting grant funding, and approving, entering into, and implementing associated grant agreements, consistent with CMAP's then-current long-range plan and strategic direction;
 - C. annually review the performance of the Executive Director, and upon completion of its review, to forward its findings and recommendations to the full Board; and
 - D. consider and provide direction to the Executive Director regarding such other matters that may come before CMAP from time to time.
2. In order to assist the Board in carrying out its general powers and duties granted under the Act, whether because no meeting of the Board has been scheduled or due to failure to obtain a quorum at a scheduled meeting of the Board, at any time at which the Board has not met in the prior 14 days, and will not meet for at least 14 days, the Executive Committee is expressly granted the authority, without prior Board approval, to take any of the following actions, but only by concurrence of four-fifths of the members of the Executive Committee, and only if consistent with the then-current long-range plan adopted by the Board:
 - A. approve and execute any and all documents necessary to apply for, approve, accept, and amend grants from Federal, State, Local, or philanthropic sources; and
 - B. approve and enter into agreements with units of local government, transportation agencies, State agencies, federal agencies, and persons in order to implement any of the provisions of the Act, provided that the Executive Committee may not approve an agreement that would incur expenditures of more than \$1,000,000.00, or of a term of more than three years plus up to two one-year extensions; and
 - C. enter into contracts or other transactions with any unit of local government, transportation agency, State agency, public or private organization, or any other source in furtherance of the purpose of the Act, and to take any necessary action in order to avail itself of such aid and cooperation, provided that the Executive Committee may not approve a contract or other transaction that would incur

expenditures of more than \$1,000,000.00, or of a term of more than three years plus up to two one-year extensions; and

- D. issue and approve a change order or amendment to any purchase order or contract, provided that no such change order or amendment, individually or when combined with any previous change order to the same purchase order or contract, exceeds 10 percent of the original price of the purchase order or contract.
3. The Executive Committee shall report its actions on all matters to the Board at the next available meeting.
4. Under no circumstances will the Executive Committee have the authority to approve the long-range plan.

ARTICLE FIVE

Citizens' Advisory Committee

Pursuant to Section 40(c) of the Act, a standing Citizens' Advisory Committee will be created by the Board to provide continuous and balanced public representation in the development of regional plans and policies.

ARTICLE SIX

Public Participation at Public Hearings, Board Meetings, and Citizens' Advisory Committee Meetings

1. Requirement

In connection with its review and development of any regional plans and prior to any plan's approval, the Board must hold a public hearing.

2. Participation

Any person may participate in a public hearing, Board meeting, or Citizens' Advisory Committee meeting by oral presentation or by submitting written material within 24 hours of the close of the meeting or hearing. The Chair or presiding officer shall have the power to restrict the presentation of any person desiring to participate in the hearing or meeting to oral presentation or to submission of written materials, and to impose any other reasonable limitations upon the conduct of such public hearing or meeting as necessary to effectuate its purpose. The Chair or presiding officer shall limit any individual speaker's testimony to five minutes; provided that the Chair or presiding officer shall have the sole discretion on whether to grant speaker's request for additional time.

3. Conduct of Hearings

The presiding officer for each hearing shall be designated by the Chair, and shall be a Board member or officer or employee of CMAP. Notice of the time, date, and place set for the hearing must be by posting a copy of such notice at the principal office of CMAP,

by giving notice to those news media which have filed a request for public notices pursuant to law, and by posting on CMAP's website, published in a newspaper having a general circulation within the northeastern Illinois region at least 30 days prior to the date of the hearing. The notice must contain a short explanation of the purpose of the hearing. The hearing may be continued, as deemed necessary by the Board.

Procedures for public hearings, Board meetings and Citizens' Advisory Committee meetings set forth in this Article shall apply to all such hearings and meetings under the Act, except as otherwise noted herein. Hearings required under any statute or regulation of the United States or the State of Illinois shall be held under this part to the extent consistent with such statute or regulation.

Minutes for each hearing and copies of all written materials submitted in connection with each hearing shall be maintained by the Executive Director.

ARTICLE SEVEN

Powers of the Executive Director

1. In addition to those powers provided by law, ordinance or resolution of the Board, the Executive Director:
 - A. shall hire deputy directors and other employees as needed.
 - B. shall have the authority to enter into contractual commitments where the total of the compensation provided under such commitment does not exceed the annually adjusted Simplified Acquisition Threshold for professional and artistic services as established under the Illinois Procurement Code (30 ILCS 500/20-20). Procurements shall not be artificially divided so as to constitute a small purchase eligible to this provision of the Illinois Procurement Code.

ARTICLE EIGHT

Access to Public Records

CMAP shall grant access to public records in compliance with the Freedom of Information Act (5 ILCS 140/1 *et seq.*) and the Regional Planning Act. In accordance with the Regional Planning Act, the Board shall post recordings of its open meetings on its website within a reasonable time after the meeting.

ARTICLE NINE

Maintenance of Public Records

CMAP shall maintain records in accordance with the provisions of the State Records Act (5 ILCS 160/1 *et. seq.*) and the Regional Planning Act.

ARTICLE TEN

Miscellaneous

1. Annual Report

The Board shall prepare, publish, and distribute an annual report and any other reports and plans that relate to the purpose of this Act.

2. Emergency Purchases

In the event the Federal government or the Governor declares a “State of Emergency,” the Chair, First Vice Chair, Second Vice Chair, or Executive Director may authorize the purchase of, or contract for, or services required in contemplation of, preparation for, or during, an emergency utilizing the competitive bidding or competitive proposal procedures set forth in the CMAP’s Procurement Rules. During a “State of Emergency,” the Executive Director shall be authorized to provide for the distribution of federal or state aid for repairs, replacements, or the distribution of aid. Notwithstanding the foregoing, at least two signatures, one by a Board Officer (use of an electronic signature may be authorized for this purpose) and one by the Executive Director, shall be required to effectuate an emergency expenditure. Emergency purchases of goods or services where the expenditure by CMAP is estimated to be \$50,000 or greater shall be subject to ratification by the Executive Committee or Board as soon as practicable. The Chair, First Vice Chair, Second Vice Chair, or Executive Director will inform the Board of any such emergency actions at the next available meeting.

3. Policy Committee Representation

At the beginning of every other calendar year, the Chair shall appoint two of the Board’s members to the MPO Policy Committee as permitted by the Policy Committee bylaws and the Board shall approve the appointments. The two appointments shall reflect the geographic distribution of the region and shall not both be from the same geographic area (the City of Chicago as defined in Article Three, paragraph F; Suburban Cook County as defined in Article Three, Paragraphs G and H; or the Collar Counties as defined in Article Three paragraphs A-E).

4. Amendments

These By-Laws may be amended or repealed by the affirmative votes of at least 4/5 of the voting Board members in office at a special or regular meeting, provided that the proposed amendments to these By-Laws or a notice stating that the Board seeks to repeal these By-Laws (whichever is applicable) is sent to the Board members at least 14 days before said meeting.

5. Parliamentary Authority

Except where inconsistent with the provisions of the Act or these By-Laws, Robert’s Rules of Order shall govern the conduct of all meetings of the Board and the committees.

6. Effective Date

These By-Laws shall be effective upon approval of at least 4/5 of the voting Board members then in office.

MEMORANDUM

To: CMAP Board

From: CMAP Intergovernmental Affairs staff

Date: October 30, 2024

Subject: Draft 2025-2026 Federal and State Advocacy Agenda

Action Requested: Discussion

One of CMAP's responsibilities is to develop an advocacy agenda that outlines policy positions and priorities that address challenges and seize opportunities across all levels of government. Updated biennially, the agenda is developed through the lens of ON TO 2050 and the Strategic Direction to continuously strengthen and advance regional goals in transportation, climate, and economic competitiveness.

The advocacy agenda is a tool used to inform policymakers and elected officials with concrete and tangible actions that can be taken to effectuate change. While the theme of the 2023-2024 Advocacy Agenda focused on promoting a robust economic recovery from the pandemic, CMAP's 2025-2026 Advocacy Agenda acknowledges the economic uncertainties that lie ahead over the next several years, particularly with the expiration of federal aid.

The top priority in this agenda is securing a dedicated annual appropriation from the Illinois General Assembly. To broaden and expand support for local communities throughout the region, the Regional Funding Act (RPA) funding request is included at the beginning of the updated agenda to highlight the importance of this initiative.

In developing the draft 2025-2026 Advocacy Agenda, CMAP staff took into consideration the upcoming surface transportation reauthorization process and how the agenda's guiding principles can help shape the development of upcoming reauthorization legislation. Building on CMAP's recent policy research and regional policy priorities, the agenda includes key policy recommendations from the Plan of Action for Regional Transit (PART) and Speed Management Report. These recommendations offer concrete steps for federal and state lawmakers to sustainably fund and advance regional transportation improvements, fostering a safe, reliable, and world-class system.

Through the U.S. EPA's Climate Pollution Reduction Grant (CPRG), CMAP is developing the region's Climate Action Plan. With a foundational understanding of the region's climate goals and policy priorities, the updated advocacy agenda emphasizes strengthening policies at both the federal and state levels that enhance resilience, cut emissions, and alleviate congestion while also expanding resources for integrated water resources management.

As CMAP continues to bolster the region's economic competitiveness and build on the tremendous success of the Greater Chicagoland Economic Partnership (GCEP), the agenda outlines how federal and state partners can help the region better prioritize strategic and sustainable development practices, strengthen housing coordination, encourage regional innovation and coordination, improve access to high-quality jobs, and promote investment in communities that have felt the brunt of disinvestment for decades.

CMAP's draft 2025-2026 Advocacy Agenda outlines our critical path priorities that can help the region address challenges, seize opportunities and continue to thrive. This memo includes the draft 2025-2026 Advocacy Agenda, **Attachment 1**, for your review, detailing the full list of policy positions and priorities.

After consideration and input from the Board, a final Advocacy Agenda will be brought to the Board for approval at the January Board meeting.

2025 – 2026

Federal and State Advocacy Agenda

Washington, D.C.

Springfield, IL



Chicago Metropolitan
Agency for Planning



Introduction

In 2025, the Chicago Metropolitan Agency for Planning (CMAP) will mark its 20th anniversary. Over these two decades, we have worked with our federal, state, and local partners to make northeastern Illinois a stronger, more resilient place to live.

As the federally designated metropolitan planning agency for northeastern Illinois and the state-mandated regional planning agency, we continue to serve the 7-county region and 284 municipalities by planning regionally and locally; influencing change; investing strategically; and collaborating and convening.

These last few years particularly have demonstrated how important and valuable our work is — a global pandemic and its compounding health, social, economic, quality of life and equity impacts; never-seen-before transit shifts; extreme economic impacts; a funding crisis facing our transit system; and unprecedented opportunity with funding from the Infrastructure and Investment Jobs Act.

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 from the need to adequately fund transportation, a changing climate, and an increasingly competitive global economy with starker economic disparities.

CMAP's 2025-2026 Advocacy Agenda details policy positions and priorities that can help the region address challenges, seize opportunities, and continue to thrive.

Priority need: **Investing in CMAP, investing in the region**

When the General Assembly created CMAP in 2005 through the Regional Planning Act, lawmakers envisioned CMAP as the comprehensive planning entity for the region, engaging in topics like transportation, land use, zoning, climate, water resources management, economic development, and more.

Despite this legislative mandate and demonstrated need throughout the region, CMAP's funding has not been similarly comprehensive. The vast majority of the agency's resources are limited to transportation planning which, while a significant need in the region, does not represent the totality of CMAP's mandate. CMAP must seek and rely on grants and philanthropic revenue sources for work that does not directly relate to transportation, such planning around climate resiliency and economic competitiveness. This makes it difficult to reliably and consistently provide this support. Without dedicated funding from the state for more comprehensive planning support, CMAP will continue to be limited in its offerings to the region.

Therefore, CMAP's top legislative priority is securing a dedicated annual appropriation from the state to support a wider range of technical assistance offerings. With a modest investment in CMAP, the cities, villages, and counties of northeastern Illinois will benefit for years to come.



Transportation

Resources available under the federal **Infrastructure Investment and Jobs Act (IIJA)** have allowed the region to modernize its transportation infrastructure and advance solutions that address Illinois' most pressing mobility issues exacerbated by the pandemic. Consistent with our responsibilities as the region's metropolitan planning organization (MPO), CMAP has worked with our federal and state partners to build consensus and identify **priority projects for IIJA funding** that can address the region's safety, emissions, and resilience challenges. This has allowed the region to make progress on some of the major capital priorities for the region and state, including the I-290/Blue Line modernization project.

The IIJA has provided tremendous funding opportunities to improve the mobility of all travelers while addressing challenges such as outdated and inaccessible street design, freight bottlenecks, air quality, and climate impacts that threaten the region's ability to grow inclusively by 2050 and beyond. Notably, through the Safe Streets and Roads for All award, CMAP has provided critical safety planning and implementation support so local jurisdictions can address the traffic safety crisis and protect the most vulnerable road users.

To continue to maximize the federal resources coming to the region, 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 the IIJA and strengthen the region's position as surface transportation reauthorization discussions progress.

At the local level, the slow return to pre-pandemic ridership has exacerbated the challenges with the prolonged, chronic underfunding of northeastern Illinois' transit system. CMAP's **Plan of Action for Regional Transit** presents a series of options for the General Assembly to pursue to not only address the looming \$730 million operating budget deficit, but also to enable a more affordable, accessible, frequent, and coordinated regional transit system. In addition, the transit system is still plagued by capital underfunding to address the State of Good Repair needs.

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

Provide consistent support for mass transit operations following the expiration of pandemic-era relief.

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

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 (equal to highway projects).

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

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

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 sales tax reforms that increase state and local revenue available for transit operations. *Please see the recommendation in the Regional Economic Competitiveness section that details how such reforms can benefit other uses.*

Fully fund paratransit services and other state-mandated programs.

Fully fund any future discounted fare programs for low-income travelers.

Implement a feasibility study that examines replacing the state motor fuel tax with a road usage charge. A feasibility study should produce recommendations for the design and implementation of future pilot programs, address opportunities for innovation, and support state and regional policy goals around climate and equity.

Develop a comprehensive framework of transportation demand management requirements and incentives for employers to encourage commuting by transit. This could include the development of a commuter trip reduction program and incentive programs that encourage employers to support non-car travel options for their employees.

CMAP supports **innovations that streamline project delivery and facilitate regional transportation improvements**

The Plan of Action for Regional Transit (PART) offers numerous system improvements to the region's transit system that can be supported by state action and funds.

STATE ACTIONS

Require transit providers to develop a regional transit service framework to guide decisions on service improvements and related capital investments.

Fully integrate transit fares among the three service boards and complementary systems.

Require and fund the creation of a regional bus priority plan and establish an interagency structure accountable for its implementation.

Require and fund transit agencies to develop a comprehensive plan to prioritize transit accessibility investments

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 investment in safe and complete streets and policy changes that enable a safe system approach**

FEDERAL ACTIONS

Increase funding for states, counties, and cities to complete and implement Safe Streets and Roads for All safety action plans and implementation projects.

Expand MPO programming authority for funding available under the 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 the 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.

Facilitate a partnership between the U.S. Department of Transportation (USDOT), state and local law enforcement, health departments, state DOTs, and MPOs to improve data collection methods for crash data.

Study and identify policies that target speed limit compliance among drivers of large and heavy fleet vehicles, such as intelligent speed assistance.

Identify dedicated resources that provide local governments with comprehensive support to remove barriers to accessibility in compliance with Americans with Disabilities Act (ADA) provisions.

STATE ACTIONS

Modify the Illinois Motor Vehicle Code to permit reduced speed limits in urban and residential areas and provide further guidance to municipalities that wish to reduce municipal speed limits by ordinance.

Pilot new approaches to roadway design that reduce travel demand, encourage slower operating speeds, and support compliance with speed limits.

Improve existing design guidance and standards to support compliance with speed limits.

Authorize a pilot program for automated speed enforcement at high-crash locations that includes an equity-centered approach toward fines.

Update driver education curricula appropriately to explain the risks of speeding. Expand school-based education programs on traffic safety.

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 requirements for traffic violation fines and ticketing outcomes to allow for data to provide a comprehensive equity analysis.

Identify dedicated funds that provide local governments with comprehensive support to remove barriers to accessibility and comply with ADA provisions.



A photograph of two cyclists riding on a paved path through a wooded area with trees displaying vibrant autumn foliage in shades of yellow, orange, and red. The scene is captured from a low angle, looking down the path as the cyclists move away from the viewer.

Climate

The growing threat of climate change continues to test northeastern Illinois' resilience. Over the past decade, CMAP's 7-county region **reduced greenhouse gas emissions by a mere 9 percent**, or less than 1 percent a year, 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. This is especially critical for the transportation sector — which comprises one of the largest sources of emissions in Illinois — increasing the need for policies that can mitigate congestion and protect communities from greater climate risks.

Progress has been made at the state and federal level. Illinois' Climate and Equitable Jobs Act puts the state 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. Furthermore, the IIJA and the Inflation Reduction Act commit an unprecedented level of investment toward emissions reductions, clean energy production, and resilience.

However, more work remains to be done. Climate change and extreme weather threaten the health, livelihood, and well-being of everyone, but they often exacerbate existing social and health inequities for our most vulnerable residents. Health inequity can be addressed through regional and local plans by prioritizing health equity outcomes. Municipal and regional planners can deepen the understanding of health impacts through data-driven decisions.

In addition, the climate action plans that the region and state are embarking on under the U.S. Environmental Protection Agency's Climate Pollution Reduction Grant program will provide further insights on opportunities for climate action across all sectors for state and federal leaders. 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

Allow MPOs to use the Resilience Improvement Plan established by the IIJA to qualify for the 90 percent federal share, competitive PROTECT funds, and future federal resiliency dollars that may become available.

Provide ongoing resources to support the implementation of strategies identified in comprehensive climate action plans authorized by the Inflation Reduction Act.

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

Adopt stronger emission standards for post-model-year 2026 to accelerate the transition of low- and zero-emissions fleets, particularly for medium- and heavy-duty vehicles.

Require the National Oceanic and Atmospheric Administration to provide regular updates of its precipitation reports, including data and estimates that reflect future conditions to ensure planning and investment decisions can withstand the impacts of extreme weather events.

Recognize and reward state mitigation efforts in the grant scoring criteria for FEMA Building Resilient Infrastructure and Communities grants, such as higher floodplain management standards and enhanced state mitigation plans.

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





STATE ACTIONS

Establish state transportation emissions reduction goals that align with Illinois' carbon reduction strategy and comprehensive climate action plan.

Ensure timely spending of Climate Pollution Reduction Grant implementation funding that maximizes emissions reduction potential within the region and aligns with identified local and regional needs.

Provide funding for local governments to develop and implement climate action plans and resiliency plans.

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

FEDERAL ACTIONS

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

Provide stable, long-term funding for the Great Lakes Restoration Initiative to increase investments that maintain the health, recreational attractiveness, and economic benefits of Lake Michigan and the Great Lakes. This 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.

Improve data sharing across agencies and partners to better support integrated water resources management.

Update the Water Use Act of 1983 to include sustainable management goals, improved well review, and water use reporting processes to better integrate decisions with groundwater science.

Promote equity in water infrastructure investments supported by the State Revolving 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.

Increase available funding for local jurisdictions to replace lead service lines. Expand opportunities for principal loan forgiveness for the highest need communities.





Regional Economic Competitiveness

Over the past two years, the region achieved a tremendous milestone with the formation of the Greater Chicagoland Economic Partnership (GCEP). The City of Chicago and the seven counties of northeastern Illinois laid a strong foundation for collaborative, inclusive economic development that leverages the region's assets while bringing new partners to the table. Federal and state leaders can support GCEP's success through policies and incentives that continue to drive business to the region while investing in more robust workforce development support.

Northeastern Illinois' reputation as the premier freight hub in North America establishes the sector's pivotal role in fostering an economically competitive region. 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 largest railroads, and one of the world's busiest cargo airports. Enabling safe and efficient freight mobility while reducing emissions from the sector will remain an important consideration for any future regional economic development strategy.

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 — relied 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 ensure northeastern Illinois remains economically competitive in more inclusive and thriving ways.

CMAP's federal and state partners can help better prioritize strategic and sustainable development practices, strengthen housing coordination, encourage regional innovation and coordination, 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 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 low-income riders 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 regions.

STATE ACTIONS

Provide resources to help regions and municipalities collaborate and prioritize projects eligible for federal economic development funding. Increase resources available for regional housing readiness planning and ongoing maintenance of data that informs housing decisions.

Streamline and improve accessibility of local and regional housing rehabilitation resources.





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

FEDERAL ACTIONS

Require the 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 the housing coordination process.

Provide targeted assistance and funding through programs like the Thriving Communities Initiative to build 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 the EDA to provide comprehensive support to regions with federal funding opportunities that address transportation, housing, and economic development.

STATE ACTIONS

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

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

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

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

FEDERAL ACTIONS

Continue investment in USDOT's Office of Multimodal Freight to ensure it can designate a National Multimodal Freight Network that informs future freight investments.

In the event of a railroad merger, require rail carriers to describe and disclose how existing and future passenger rail service would be impacted.

Prioritize grade crossing improvements that will address increased freight traffic and delays. 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.

Improve the data collection program for grade crossings to be regularly updated with quality public data that supports communities most impacted by freight movement.

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

STATE ACTIONS

Modernize the sales tax to increase state and local funding for transportation, reduce economic inequities, 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.

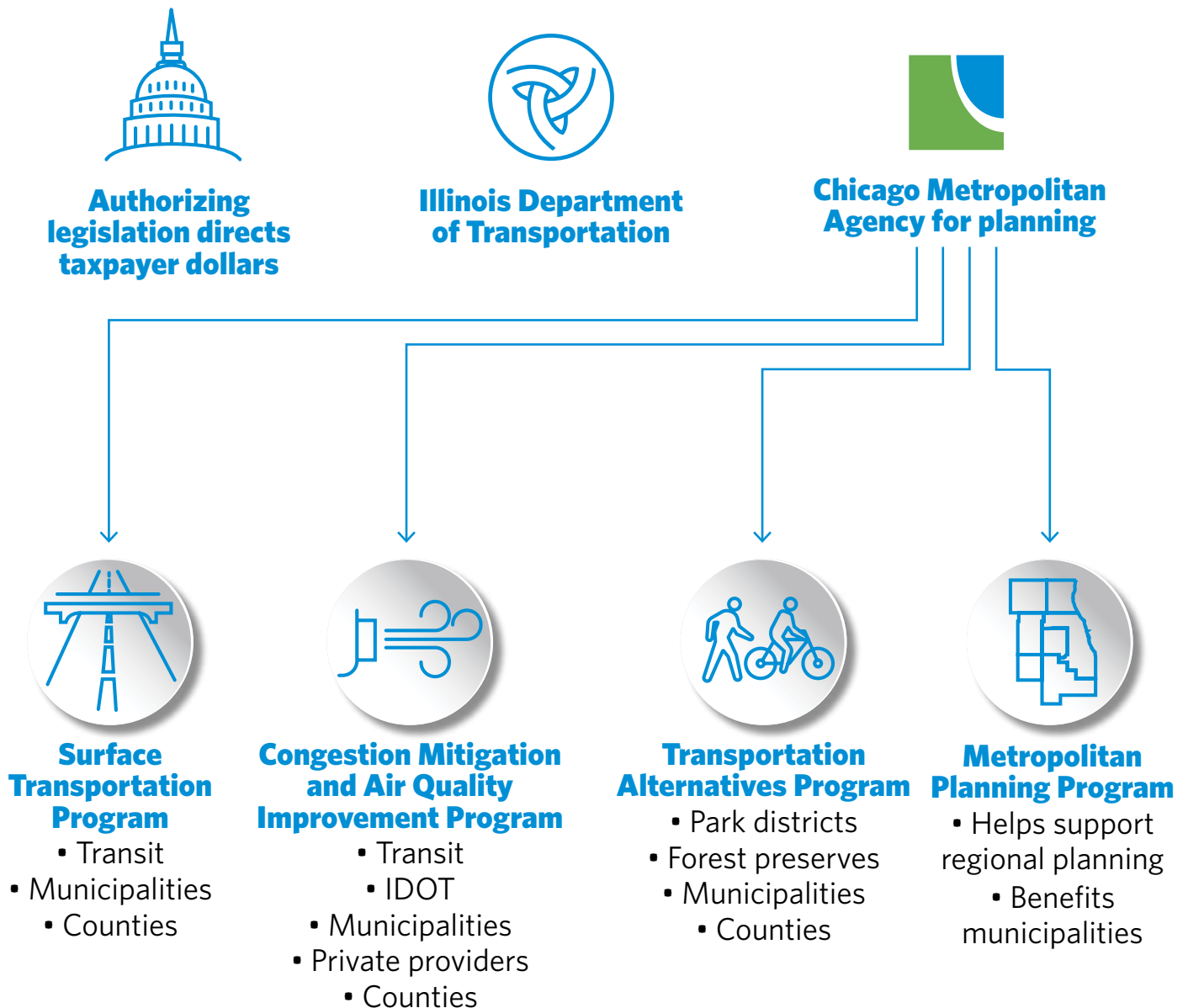
Increase state revenue allocation to local governments and reform state revenue disbursement criteria to reduce disparities across municipalities.

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



About **C**MAP

CMAP was created in 2005 by state statute (70 ILCS 1707). CMAP's Policy Committee is the federally designated 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

Nina Idemudia, chief executive officer, Center for Neighborhood Technology

John Roberson, chief operating officer, City of Chicago

Joanna Ruiz, vice president, Wallin/Gomez Architects

Anne Sheahan, executive vice president of business affairs, HNTB Corporation

Cook County appointments

Gerald Bennett, mayor, Palos Hills (Southwest Cook)

Jada Curry, mayor, Village of Lynnwood (Suburban Cook)

Paul Hoefort, mayor, Village of Mount Prospect (Suburban Cook)

Richard Reinbold, president, Village of Richton Park (South Cook)

Matthew Walsh, former trustee, Indian Head Park (West Cook)

Collar county appointments

Matthew Brolley, president, Village of Montgomery (Kane/Kendall)

Gary Grasso, mayor, Village of Burr Ridge (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)

Vacant (governor's appointee)

Intergovernmental Affairs contacts

John Carpenter

Intergovernmental affairs director
312-386-8766
jcarpenter@cmaphillinois.gov

Ryan Gougis

Intergovernmental affairs specialist
312-386-8603
rgougis@cmaphillinois.gov

Kasia Hart

Intergovernmental affairs senior
312-386-8630
khart@cmaphillinois.gov

433 West Van Buren Street
Suite 450
Chicago, IL 60607

cmap.illinois.gov
312-454-0400



Chicago Metropolitan
Agency for Planning



Mayor
Kelly Burke

Clerk
Kelly Duffy

Village of Evergreen Park

9418 SOUTH KEDZIE AVENUE
EVERGREEN PARK, ILLINOIS 60805
Tel. (708) 422-1551 • Fax (708) 422-7818
www.evergreenpark-ill.com

Trustees
Norman Anderson
Carol E. Kyle
Mark Marzullo
James A. McQuillan
Mark T. Phelan
Jeannie Olson

September 13, 2024

Honorable Gerald Bennett
Chair, CMAP
433 W. Van Buren St., Ste. 450
Chicago, IL 60607

Dear Mayor Bennett:

We are writing to bring to your attention potential shortfalls in funding for lead service line replacement in Illinois.

Like you, we are all committed to replacing this problematic water infrastructure that can potentially impact the health and safety of our residents. However, many of us will not be able to meet the deadlines for replacement established by the state of Illinois and the federal government. This is not due to the lack of will, expertise, or technical capacity, but mainly owing to the large number of lead service lines we have in our municipalities and the lack of financial resources to address them.

There are myriad reasons for the disproportionate number of lead services lines in our communities. Unfortunately, our communities' financial resources are outweighed by demand. For some of us, even if we dedicated every municipal dollar to this effort, it would take decades and during that timespan we would be unable to invest in other capital projects of any sort. And asking individual water customers to bear this burden is unrealistic.

To offset our municipal costs, we rely on programs like the State Revolving Fund which is capitalized with both state and federal funds and is administered by the Illinois EPA. Some of us can utilize U.S. HUD Community Development Block Grants. Many of us committed federal American Recovery Rescue Plan Act dollars for line replacement. A few of us have benefited from Community Project Funding and Congressionally Directed Spending from our members of

Congress. All bundled together, these programs help, but even then, many of us will not reach our replacement goals in a timely manner.

We do not wish to come purely “hat in hand” to our state and federal elected leaders, but as a starting point we hope to bring to attention that while recent additional funding is very helpful, it is unfortunately insufficient. We cannot put the “Mission Accomplished” banner up on addressing lead service lines simply because the law now requires replacement – there is more work to do and it will take time and funding to complete it.

The Chicago Metropolitan Agency for Planning (CMAP) is an impactful organization representing local government interests in both Springfield and Washington. As local municipal leaders, we encourage CMAP to include this issue in your policy platforms when advocating in our state and nation’s capitals.

Potential policy positions that CMAP could adopt include, but are not limited to:

- Increase federal funding to the State Revolving Fund (SRF) in the FY26 federal budget;
- Create additional loan programs dedicated to lead service line replacement;
- Revisit and amend SRF selection criteria to factor percentage of lead service lines to community population size into project selection for consideration for the forgivable loans through the Illinois EPA.

We do not expect a solution overnight, but we want to ensure that policy and decision makers understand the size and scope of the need as well as the funding landscape. We hope CMAP and its pertinent committees might take up this matter, and work with communities like ours to create more policy and funding solutions.

Thank you for your consideration. Should you have any immediate questions, please contact Kelly Burke, Mayor, Village of Evergreen Park at kburke@evpkadm.org or 708-422-1551.

Sincerely,

A handwritten signature in cursive script that reads "Kelly Burke".

Mayor Kelly Burke
Village of Evergreen Park

CC: Erin Aleman, Executive Director, CMAP



President Frank DeSimone
Village of Bensenville



Mayor Sergio Rodriguez
Village of Summit



Mayor Robert Lovero
City of Berwyn



Mayor Fred Bilotto
City of Blue Island



Mayor Ronald Denson
Village of Calumet Park




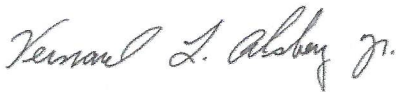
President Angelo "Skip" Saviano
Village of Elmwood Park



Mayor Daniel Biss
City of Evanston

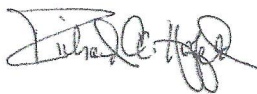


Mayor Barrett Pedersen
Village of Franklin Park



Mayor Vernard Alsberry, Jr.
Village of Hazel Crest

Mayor David Guerin
Village of River Grove



Mayor Rich Hofeld
Village of Homewood



President Jim Discipio
Village of LaGrange Park



President Nathaniel George Booker
Village of Maywood



Mayor Frank Podbielniak
Village of Posen