



**COUNCIL OF MAYORS**

**AGENDA - FINAL**

Tuesday, September 13, 2022

9:30 AM

Please join from your computer, tablet or smartphone  
<https://us06web.zoom.us/j/81450848922>

You can also dial in using your phone.  
United States: +1 312 626 6799  
Meeting ID: 814 5084 8922

**1.0 Call To Order**

**2.0 Approval of Minutes**

**2.01 Minutes from April 19, 2022 and July 19, 2022.**

[22-437](#)

ACTION REQUESTED: Approval

**Attachments:** [CoM EC Minutes 2022.04.19](#)  
[CoM EC Minutes 2022.07.19](#)

**3.0 New Business**

**3.01 IDOT Bureau of Local Roads Update**

[22-404](#)

PURPOSE & ACTION: IDOT Local Roads staff will provide an update.

ACTION REQUESTED: Information

**3.02 STP Project Selection Committee update**

[22-405](#)

PURPOSE & ACTION: Staff will provide an update on activities of the STP Project Selection Committee and review the FFY 2023 - 2027 Local STP Programs memo.

ACTION REQUESTED: Information

**Attachments:** [STP-L CoM EC Memo](#)

**3.03 Making it Better--CMAP's plan to help northeast Illinois improve accessibility**

[22-400](#)

PURPOSE & ACTION: CMAP staff will provide an overview and discussion of the agency's plans to help municipalities across the region comply with Title II of the Americans with Disabilities (ADA) Act.

ACTION REQUESTED: Information

**3.04 RTA strategic plan**[22-403](#)

PURPOSE & ACTION: RTA staff will provide an update on the strategic plan, including a discussion about key areas for action and advocacy in 2023.

ACTION REQUESTED: Information

**Attachments:**     [Action and Advocacy Agenda August 2022](#)

**3.05 Legislative Update**[22-406](#)

PURPOSE & ACTION: CMAP staff will provide an update on recent legislation affecting the agency and its work.

ACTION REQUESTED: Information

**4.0 Other Business****5.0 Public Comment****6.0 Next Meeting**

The next meeting is scheduled for early 2023.

**7.0 Adjournment**



## COUNCIL OF MAYORS

### MEETING MINUTES - FINAL

Tuesday, April 19, 2022

9:30 AM

Please join from your computer, tablet or smartphone  
<https://us06web.zoom.us/j/82619808373>

You can also dial in using your phone.  
United States: +1 312 626 6799  
Meeting ID: 826 1980 8373

#### 1.0 Call To Order

Representing agencies present:

**Central Council of Mayors:** President Alice Gallagher, Western Springs

**Kane Council of Mayors:** Mayor Jeffery Schielke, Batavia

**Kane Council of Mayors:** President John Skillman, Carpentersville

**Lake Council of Mayors:** President Glenn Ryback, Wadsworth

**North Central Council of Mayors:** President Jeffrey Sherwin, Northlake

**Northwest Council of Mayors:** President Karen Darch, Barrington

**Northwest Council of Mayors:** President Thomas Hayes, Arlington Heights

**South Council of Mayors:** President Michael Einhorn, Crete

**South Council of Mayors:** President Bob Kolosh, Thorton

**Southwest Council of Mayors:** President Mary Werner, Worth

**Southwest Council of Mayors:** President Dave Brady, Bedford Park

**Staff present:** Erin Aleman, Lindsay Bayley, Kama Dobbs, Teri Dixon, Doug Ferguson, Elizabeth Ginsberg, Linda Mastandrea, Alexis McAdams, Lily Neppl, Jared Patton, Stephane Phifer, Russell Pietrowiak, Yousef Salama, Elizabeth Scott, Mary Weber, Laura Wilkison

**Others present:** Leonard Cannata, Eric Czarnota, Jon Paul Diipala, John Donovan, Kendra Johnson, Michael Klemens, Heidi Lichtenberger, Leslie Phemister, Chad Riddle, Troy Simpson, Vicky Smith, Jazmin Vega, Audrey Wennink

#### 2.0 Approval of Minutes

##### 2.01 Approval of Minutes - January 25, 2022

[22-190](#)

ACTION REQUESTED: Approval

**Attachments:** [Minutes from January 25, 2022](#)

A motion was made by President Werner, seconded by President Gallagher, that the minutes from January 25, 2022 be approved. The motion passed.

#### 3.0 New Business

### 3.01 CMAP Update

[22-191](#)

**PURPOSE & ACTION:** CMAP leadership will provide an update on agency activities.

**ACTION REQUESTED:** Information

CMAP Executive Director Erin Aleman provided an update on recent actions taken by CMAP. Ms. Aleman informed the committee that CMAP's staff is working from the office 50 percent of the time and invited committee members to come tour the office.

Ms. Aleman then reviewed progress on CMAP's legislative agenda. During their recent session, the General Assembly passed a bill requiring CMAP to work with the RTA to create a transit funding report outlining potential changes to the transit recovery ratio, sales tax, fare structure, governance policies, and other topics crucial to the long-term viability of the region's transit system. The General Assembly also temporarily paused inflation-adjustments to the state's motor fuel tax and passed a bill exempting local governments from GATA requirements for capital funds coming from IDOT. Finally, the General Assembly gave IDOT, the Tollway, and counties the ability to use design-build delivery methods for construction projects under \$400 million and allow for one-phase contracts for projects under \$12 million.

Next, Ms. Aleman gave an update on recent developments relevant to CMAP's work on fares, fines and fees. The state's earned income tax credit was recently increased from 18 percent to 20 percent and expanded to include eligible taxpayers between 18-25 and over 65, which was a recommendation of CMAP's Fares, Fines, and Fees report. The local government distributive fund was also increased from 6.06 percent to 6.16 percent.

Finally, Ms. Aleman explained that CMAP is building a team to help local governments develop ADA transition plans. This will be a ten-year program that will begin with outreach to local governments to gain a better understanding of how to best support ADA transition work.

President Einhorn asked if CMAP supported the increase in local government distributive fund. Ms. Aleman and Deputy Executive Director Laura Wilkison said they would get back with an answer. There were no other questions.

### 3.02 STP Project Selection Committee Update

[22-206](#)

**PURPOSE & ACTION:** Staff will provide an update on activities of the STP Project Selection Committee and present the FFY 2023 - 2027 Programming Marks for STP-Local and STP-Shared Funds.

**ACTION REQUESTED:** Information

**Attachments:** [FFY2023-27 STP Marks 03212022](#)

CMAP analyst Kama Dobbs provided an update on recent work by the STP Project Selection Committee. The committee last met on February 10. At that meeting, the committee discussed eligible project types for the STP Shared Fund and conducted a reviewed of scoring criteria for additional discussion in coming months. The committee's April meeting has been canceled. The next meeting will be June 23 and an additional meeting will be scheduled in July or August.

Ms. Dobbs also reported that through March, roughly \$8.5 million has been obligated for STP Shared Fund projects and over \$37 million has been obligated for STP Local projects. This is just under 20 percent of the total funding available to the region during federal fiscal year 2022.

Finally, Ms. Dobbs highlighted the Programing Marks Memo included in the agenda packet. The marks show increased funding resulting from IJA.

President Sherwin asked for more details about how CMAP is thinking about railyards in relation to STP eligibility. Ms. Dobbs explained that there has been talk about commuter railyard expansions for several years. Staff is researching how to evaluate the need and improvement from these types of projects, as well as eligibility and feasibility. The committee will continue to discuss the topic at the June meeting.

### 3.03 IDOT Bureau of Local Roads Update

[22-207](#)

PURPOSE & ACTION: IDOT Local Roads staff will provide an update.

ACTION REQUESTED: Information

Chad Riddle from IDOT's Bureau of Local Roads provided a brief update on the bureau's recent work. Mr. Riddle reported that between March and September, Local Roads is targeting approximately 75 projects. The bureau is working with the planning liaisons to advance these projects. There have been no major staffing changes or other issues in recent months. There were no questions. Chair Schielke thanked IDOT for their work and acknowledged that the department has been working cooperatively and productively with the councils and local governments.

### 3.04 ON TO 2050 Plan Update

[22-193](#)

PURPOSE & ACTION: CMAP is currently developing the federally required update to ON TO 2050 due in October 2022. Staff will present an overview of plan progress, with a focus on the schedule in future months and Regionally Significant Projects.

ACTION REQUESTED: Information

CMAP Deputy Executive Director Yousef Salama provided an overview of the ongoing update of ON TO 2050. The plan update is intended to reaffirm ON TO 2050's vision, update and project future trends, review progress implementing the plan, and reassess the region's transportation needs. Mr. Salama reviewed the timeline for the plan update, described the various aspects of the update process, and provided a detailed explanation of the financial plan and regionally significant project (RSP) selection process. The financial plan details anticipated costs and resources related to the region's transportation system and establishes priorities for funding the transportation system. Under the proposed financial plan, the majority of available funds will go to system maintenance and operations. The plan update will use the same RSP evaluation and selection process as ON TO 2050. In total 74 projects were submitted for consideration and 13 constrained projects were selected.

Chair Schielke informed committee members that CMAP staff is available to attend meetings to discuss the plan update, and other projects, and thanked CMAP its outreach and communication efforts. President Sherwin thanked Mr. Salama for highlighting the size and scale of the region's transportation system and emphasized that it is a lot to maintain. Mr. Salama thanked the local government staff who handle all the procurement work that makes the maintenance possible. Finally, Ms. Aleman emphasized that while CMAP is updating the plan, the agency is not fully rethinking the recommendations of ON TO 2050. That will come during the development of a 2060 plan in the coming years.

### 3.05 Local Government Network Update

[22-194](#)

PURPOSE & ACTION: CMAP staff will provide an update on recent Local Government Network initiatives.

ACTION REQUESTED: Information

CMAP Associate Planner Lily Brack introduced herself as the new project manager of the Local Government Network (LGN) and provided an update on recent LGN activities. The network completed its 11th initiative

during the last quarter, which include an update of contact information for all municipalities, as well as an internal effort to identify new opportunities for the network to provide value. There were no questions.

#### **4.0 Other Business**

There was no other business.

#### **5.0 Public Comment**

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

There were no public comments.

#### **6.0 Next Meeting**

The next meeting is scheduled for July 19, 2022.

#### **7.0 Adjournment**



## COUNCIL OF MAYORS

### MEETING MINUTES - DRAFT

Tuesday, July 19, 2022

9:30 AM

Please join from your computer, tablet or smartphone.

Web: <https://us06web.zoom.us/j/84979364649>

Phone: (312) 626-6799, Passcode: 84979364649#

Meeting ID: 849 7936 4649

#### 1.0 Call To Order

Representing agencies present:

**Central Council of Mayors:** President Alice Gallagher, Western Springs

**DuPage Council of Mayors:** Mayor Gary Grasso, Burr Ridge

**Kane Council of Mayors:** Mayor Jeffery Schielke, Batavia

**Lake Council of Mayors:** Mayor Leon Rockingham, North Chicago

**Lake Council of Mayors:** President Glenn Ryback, Wadsworth

**McHenry Council of Mayors:** Mayor Emily Berendt, Bull Valley

**North Central Council of Mayors:** President Jeffrey Sherwin, Northlake

**North Shore Council of Mayors:** President Greg Lungmus, Northfield

**Northwest Council of Mayors:** President Karen Darch, Barrington

**Northwest Council of Mayors:** President Thomas Hayes, Arlington Heights

**South Council of Mayors:** President Michael Einhorn, Crete

**South Council of Mayors:** President Bob Kolosh, Thorton

**Southwest Council of Mayors:** President Dave Brady, Bedford Park

**Southwest Council of Mayors:** President Mary Werner, Worth

**Will Council of Mayors:** Mayor Teresa Kernc, Diamond

**Staff present:** Erin Aleman, Lily Brack, Sarah Buchhorn, John Carpenter, Daniel Comeaux, Wylie Crowther, Kama Dobbs, Teri Dixon, Doug Ferguson, Jane Grover, Kasia Hart, Alexis McAdams, Amy McEwan, Tim McMahon, Jared Patton, Russell Pietrowiak, Elizabeth Scott, Sarah Stolpe, Blanca Vela-Schneider, Mary Weber

**Others present:** Joe Breinig, Leonard Cannata, Kaci Crowley, Eric Czarnota, Jon Paul Diipla, Jackie Forbes, Michael Fricano, Jon Haadsma, Scott Hennings, Kendra Johnson, Tom Kelso, Michael Klemens, Scott Hennings, Heidi Lichtenberger, Brittany Matyas, Chad Riddle, Jazmin Vega

#### 2.0 Approval of Minutes

A motion was made by President Einhorn, seconded by Mayor Rockingham, that the agenda item be approved. The motion carried.

### 3.0 New Business

#### 3.01 CMAP update

[22-334](#)

PURPOSE & ACTION: CMAP leadership will provide an update on agency activities.

ACTION REQUESTED: Information

CMAP Executive Director Erin Aleman began her update by stressing the importance to working collaboratively as a region to pursue competitive grants available through the recent infrastructure law. Several of northeastern Illinois' peer regions have drafted consensus project lists and CMAP is working with its partners to develop a comparable project list for the region. Ms. Aleman also explained that the new infrastructure law included an increase planning funds which will be used to create a regional resilience plan and study electric vehicle charger planning.

Next, Ms. Aleman explained that CMAP is increasing local contributions by 20 percent this year. These funds will be used to better guide the delivery of federally funded infrastructure projects, expand resilience and ADA transition planning, and continue creating safety plans, carbon reduction plans, pavement management plans, and other projects.

Finally, Ms. Aleman gave an update on CMAP's recent work with RTA to study the impacts that the pandemic has had on the region's transportation system.

Chair Schielke asked who elected officials should be contacting in Washington to support the region's infrastructure funding applications. Ms. Aleman said that CMAP is reaching out to all members of the region's delegation and emphasized that Senator Durbin and Senator Duckworth are well aware of the region's infrastructure priorities. The agency is working with the region's representatives and their staff to ensure they are familiar with these priorities as well. CMAP is also developing a pamphlet that explains these priorities, which will be available to committee members to help guide conversations with the state's congressional delegation. Chair Schielke emphasized that recent redistricting has led to some communities having new representatives, which is a challenge for collaborative work.

There were no other questions.

#### 3.02 STP Project Selection Committee Update

[22-335](#)

PURPOSE & ACTION: Staff will provide an update on activities of the STP Project Selection Committee.

ACTION REQUESTED: Information

CMAP analyst Kama Dobbs provided an update on recent work by the STP Project Selection Committee. The committee last met on June 23. At that meeting, staff provided an update on research into the possible inclusion of commuter railyard expansions as eligible project types. The committee is concerned about adding new project types to the eligibility list but encouraged staff to continue their research. The committee will continue to discuss railyard expansion eligibility at their next meeting on August 11 at 9:30am. The committee also discussed proposed language changes to clarify the meaning of "substantially complete" with regards to the eligibility requirement for stage 1. This revision is also being discussed with the CMAQ and TAP Project Selection Committees. Finally, staff proposed replacing the current green infrastructure planning factor with a resilience planning factor that would support green and gray infrastructure features that improve a project's ability to withstand natural hazards. Finally, staff sought input from committee members on potential safety focus areas to supplement current need scoring categories.

Ms. Dobbs also reported that through June, roughly \$8.5 million has been obligated for STP Shared Fund projects and over \$49 million has been obligated for STP Local projects. This is just under 24 percent of the



total funding available to the region during federal fiscal year 2022. To date, 17 percent of the region's total COVID relief funding has also been obligated. There are several projects that are on the verge of being approved and will be extended into the new fiscal year.

Ms. Aleman asked for clarification on the percentage of federal funds that have been obligated. Ms. Dobbs explained that the region is a bit behind in its spending due to several large projects that have experienced delays. Ms. Dobbs also explained that this year, authorization of the final letting will not occur until the new federal fiscal year.

President Einhorn then asked who oversees the timeframes and noted that the requirements do not seem to reflect the timeline needed to assemble a project. Ms. Dobbs explained that CMAP must work around the state and federal fiscal years and seeks to align deadlines with the state letting schedule. President Einhorn clarified that the challenge seems to be on the federal side. Ms. Dobbs responded that developing guidance and procedures often takes time and highlighted that most congressionally appropriated funds have a current year plus three years obligation deadline.

Mayor Kernc used the chat to ask how the agency is handling recent bids that have come in over their pre-bid estimates. Ms. Dobbs said that the agency has received bids both over and under pre-bid estimates, and that in most cases the local council or shared fund is able to cover the cost increases. President Einhorn highlighted that those increases bump up the local contributions needed to fund the projects and asked if it might be possible to cover those increases with the shared fund. Ms. Dobbs explained that the shared fund is federal money and cannot be used as a match, but that there may be an opportunity to use state funds in this way.

President Einhorn then raised concern about using cohorts to determine local matches, and specifically mentioned the potential for consultants to inflate project costs in cohort four communities, since the local government is not affected by the increase. Ms. Dobbs said this is a conversation that can be had at the STP project selection committee which made the decision to implement the program. Ms. Dobbs also highlighted that local councils set their own criteria and may choose a different approach.

### 3.03 IDOT Bureau of Local Roads Update

[22-336](#)

PURPOSE & ACTION: IDOT Local Roads staff will provide an update.

ACTION REQUESTED: Information

Chad Riddle from IDOT's Bureau of Local Roads provided a brief update on the bureau's recent work. Mr. Riddle reported that lettings have been slow. There were 17 lettings in April and 3 in June, though lettings are expected to pick up significantly in the fall.

Mr. Riddle then highlighted that ITEP cycle 15 will be opening on August 1 with applications due on September 30. \$125 million will be available with a cap of \$3 million for individual projects. IDOT will hold three webinars to explain the program and application process.

Finally, Mr. Riddle reported that IDOT has been receiving inquiries about why funding has been revoked for some projects that have timed out. When funds are revoked due to projects timing out, it is due to CMAP and council policies. CMAP, the councils, and IDOT will need to coordinate in these situations.

President Einhorn commented that project turnaround time seems to be going down, and thanked Mr. Riddle for making that possible. Chair Schielke seconded Presidents Einhorn's comment and thanked the department for its work.

### 3.04 Update on CMAP's Mobility Recovery initiative

[22-332](#)

**PURPOSE & ACTION:** Over the last 18 months, CMAP has worked with regional stakeholders to assess the impacts that COVID-19 has had and will likely continue to have on the region's mobility system. Based on that analysis, CMAP staff and consultants have developed a series of preliminary recommendations, including strategies to sustain the region's transit network, accommodate new and different travel demands, respond to the challenges caused by shifts like increased telework and e-commerce, and more. Today, staff will present an update on the project and facilitate a discussion on the draft recommendations.

**ACTION REQUESTED:** Discussion

CMAP analyst Daniel Comeaux provided an overview of CMAP's ongoing work to study how the region's transportation system has been affected by pandemic-related shifts, as well as to identify strategies for improving the system's performance, reliability, and sustainability. Mr. Comeaux briefly reviewed the project's findings, highlighting the significant increase in remote work and its impact on overall travel patterns. Mr. Comeaux then summarized the process through which the team identified and examined potential recommendations. Mr. Comeaux then previewed the potential recommendations that are likely to emerge from the project, including improved multi-modal system integration and affordability, the adoption of new revenues to support transit, improving traffic safety, and others.

President Einhorn asked for clarification of who the project is being conducted by and for whom the recommendations are intended. Mr. Comeaux gave a quick overview of the makeup of the project's steering committee, which includes representatives from the seven counties of northeastern Illinois, transportation implementers, nonprofit organizations, the business community, academia, and more. Mr. Comeaux also clarified that the recommendations will focus on how to respond to the challenges of COVID-19 on transportation systems throughout the region, and do not emphasize a specific area or type of service.

### 3.05 Regional greenhouse gas emissions inventory

[22-333](#)

**PURPOSE & ACTION:** Staff will provide an overview of the recently completed Regional greenhouse gas emissions inventory and related local emissions summaries. Staff will also explain what the results mean for the region and how local governments and community groups can use the inventory to begin planning for emissions reductions.

**ACTION REQUESTED:** Information

CMAP planner Jared Patton provided an overview of the recent Regional greenhouse gas emissions inventory and local emissions summaries. Mr. Patton explained that this is CMAP's GHG emissions inventory shows all emissions from transportation, stationary energy, and waste. Due to the pandemic and subsequent stay-at-home orders, CMAP conducted the inventory for 2019, rather than 2020 as initially planned.

Mr. Patton then reviewed the findings of the inventory. In 2019, the region generated 112MMTCO<sub>2</sub>e, which is a 9 percent decrease from 2010 and a 2 percent decrease from 2015. Roughly 65 percent of the region's emissions come from natural gas and electricity used in buildings, 32 percent of the region's emissions come from transportation, and 3 percent of emissions come from waste and wastewater. Between 2010 and 2019, transportation was the only sector that saw an increase in emissions (2 percent), which was due mainly to an increase in VMT. Although overall emissions are going down, Mr. Patton highlighted that the region is not on track to meeting its 80 percent reduction target.

Mr. Patton then walked the committee through an example of a local emissions summary. As part of the inventory project, CMAP created 2-page summaries that show most (but not all) GHG emissions, as well as related indicators such as EV chargers and tree canopy coverage, for every municipality and Chicago

Community Area in the region.

Finally, Mr. Patton reviewed the next steps for sharing and using the inventory data and offered to review the inventory data with elected officials, Village staff, and community groups through presentations and one-on-one meetings.

### 3.06 Local Government Network update

[22-337](#)

PURPOSE & ACTION: Staff will provide an update on recent Local Government Network initiatives

ACTION REQUESTED: Information

CMAP planner Lily Brack provided an update on LGN activities. The network recently completed its 13th initiative which included an effort to gauge interest in technical assistance for transportation safety planning and to share information about IDOT's Highway Safety Improvement Program. The network also recently partnered with Illinois DCO by sharing municipal contact information to support their new CRM. The network's next initiative will focus on building awareness of CMAP's upcoming LTA call for projects and promoting the agency's municipal survey. CMAP may support this work through in-person outreach with municipal staff.

### 3.07 Legislative update

[22-338](#)

PURPOSE & ACTION: Staff will provide an update on recent legislation relevant to the agency's work.

ACTION REQUESTED: Information

CMAP Director John Carpenter provided an update on recent legislative work at CMAP. The agency is currently developing its FY2023 legislative agenda, which will be finalized this fall. Chair Schielke expressed an interest in contributing to the agenda drafting process. Mr. Carpenter said they would work with the committees to review and discuss the agenda in the coming months.

## 4.0 Other Business

## 5.0 Public Comment

## 6.0 Next Meeting

The next meeting will be September 13, 2022.

## 7.0 Adjournment



## MEMORANDUM

**To:** Council of Mayors Executive Committee

**From:** CMAP Staff

**Date:** September 6, 2022

**Subject:** FFY 2023 – 2027 Local STP programs

**Purpose:** Update on program development

**Action Requested:** Information

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On October 11, 2017, the CMAP Board and MPO Policy Committee approved the execution of a Memorandum of Agreement between the City of Chicago and the CMAP Council of Mayors regarding the distribution and active program management of locally programmed Surface Transportation Block Grant (STP) funds under the Fixing America's Surface Transportation Act (FAST Act). The Infrastructure Investment and Jobs Act (IIJA), signed into law by President Biden in November 2021, continued STP funding while expanding existing grant programs and adding new grants. In response to the increase in funding, CMAP staff developed updated programming marks for FFY 2023-27, following the process laid out in the region's STP agreement.

From January through March of 2022 the subregional councils and City of Chicago issued individual calls for projects to be funded in federal fiscal years (FFYs) 2023 through 2027. Project applications were scored and ranked according to each subregion's methodology, which consider both subregional priorities and regional planning factors that uphold the core principles of ON TO 2050, and proposed programs were developed according to the region's Active Program Management policies. Each of the proposed programs was subject to public comment for at least 30 days.

Regionwide, over 115 municipalities applied for funding from the councils, requesting approximately \$670 million in federal funds for nearly 400 projects. The City of Chicago (CDOT) considered 43 projects requesting over \$976 million. The final council and CDOT programs allocate approximately \$471 million in STP funds over the next five federal fiscal years for 216 projects. These investments will fund nearly 160 road and bridge maintenance and modernization projects, 17 bicycle and pedestrian projects, 13 intersection and interchange improvements, and 1 rail-highway grade separation, as well as safety, signal systems, transit stations, and transportation enhancements.

Detailed project descriptions and proposed funding for these projects have been incorporated into a series of twelve TIP Amendments that will be presented to the Transportation Committee on September 16, 2022 for consideration of a recommendation of approval by the MPO Policy Committee on October 12, 2022. Within these amendments, projects which may impact the region's air quality conformity determination are illustrative, as are projects awaiting final approval by an individual council of mayors. Following MPO Policy Committee approval, staff will take the necessary steps to incorporate the illustrative projects into the region's next conformity determination. When appropriate CMAP will seek Illinois Department of Transportation (IDOT) approval of the use of Transportation Development Credits – Highways (TDCH) for the projects proposing their use. The programs of projects represented by these amendments will also be forwarded to IDOT for inclusion in the Statewide Transportation Improvement Program (STIP) and Multi-Year Improvement Program (MYP). The TIP amendments, listed individually below, will be available for committee review and public comment for seven days, beginning on September 9, 2022.

- 23-02.1** City of Chicago
- 23-02.2** North Shore Council of Mayors
- 23-02.3** Northwest Council of Mayors
- 23-02.4** North Central Council of Mayors
- 23-02.5** Central Council of Mayors
- 23-02.6** Southwest Council of Mayors
- 23-02.7** South Council of Mayors
- 23-02.8** DuPage Council of Mayors
- 23-02.9** Kane/Kendall Council of Mayors
- 23-02.10** Lake Council of Mayors
- 23-02.11** McHenry Council of Mayors
- 23-02.12** Will Council of Mayors

# RTA Strategic Plan 2023 Agenda for Advocacy and Action

Months of public input and working group engagement have informed the RTA's development of a new regional transit strategic plan set for adoption in early 2023. Through that work, several key priorities have risen to the top for immediate action by the RTA and the Service Boards (CTA, Metra, and Pace) as well as those that will require a coalition of partners to achieve the plan's vision of *"Safe, reliable, accessible public transportation that connects people to opportunity, advances equity, and combats climate change."* Three principles – Equity, Stewardship, and Committed to Change – guide the plan.

## Advocacy

To realize the plan's vision, a shared advocacy effort will be required to

- A. **Secure increased funding for transit operations.** Current funding structures, which rely heavily on rider fares, will not be enough to keep transit running at current levels when COVID-19 relief dollars run out. The region needs diverse funding sources to ensure transit is viable for the next generation.
- B. **Develop a funding structure that is less reliant on rider fares, but instead focused on expanding access to opportunity.** Chicagoland's public transit system contributes to our region's economic, environmental, and social health in ways and at a scale nothing else can. Focusing on equity over ridership would free the transit agencies to explore programs that are best for riders even if they may not generate revenue, such as seamless transfers or free rides for residents experiencing low incomes.
- C. **Build a coalition around the value transit brings to the Chicago region.** The RTA will need partners from across the spectrum of businesses, riders, and more to join in a campaign to change the way our region thinks about and funds transit.
- D. **Support communities' efforts to improve the area around their transit stations and stops and pursue equitable transit-oriented development.** Encouraging transit-friendly policies and investment in walking and biking infrastructure for the more than 200 communities within the RTA region will help improve transportation for all.
- E. **Engage with communities in an inclusive and transparent way about how transit dollars are spent in the Chicago region.** The RTA is committed to cultivating relationships between riders and transit agencies with two-way engagement that empowers communities' role in transit decision making.
- F. **Secure increased funding for transit infrastructure.** The capital needs to maintain and improve our infrastructure are great. Sustainable funding is needed to address decades of disinvestment and respond to post-COVID rider needs. Moreover, highway and roadway agencies have historically received more money for transportation projects than transit agencies, but the economic, equity, and climate benefits of transit demand a change.
- G. **Partner with roadway agencies to build more transit-friendly streets and advance bus rapid transit.** Dedicated space on roads for Pace and CTA buses are critical to improve speed and reliability. It will take a coalition to build the political will within the highway and road agencies to implement transit-friendly streets and more bus rapid transit (BRT) in the Chicago region.



## Action

The plan process has identified immediate actions for RTA and the Service Boards including

1. **Make the transit system safer and more secure for everyone.** All riders need to feel safe riding transit in the Chicago region. While the transit system is part of a larger regional ecosystem with other economic and societal trends at play, there are several steps the Service Boards can take to improve safety, work with community partners, and communicate about disruptions on the transit system.
2. **Use new funding as a catalyst to create a fully accessible transit system.** Most buses and trains on the region's transit system are already ADA accessible, but the stations and infrastructure around transit still may create barriers for some riders. The RTA and Service Boards will continue dedicating funding toward accessibility improvements and work with partners to create accessible connections to transit.
3. **Provide more accurate, real-time travel information for riders.** Riders of fixed route and paratransit should have clear, accurate information about when and where their bus or train will arrive, regardless of schedule disruptions. While there are challenges to providing seamless information across three systems, several modes and a large region, RTA and the Service Boards are hearing feedback about information challenges and working continuously to make improvements.
4. **Make paying for transit more seamless and more affordable.** Riding CTA, Metra, and Pace, and transferring across systems should be as easy as possible. A systemwide day pass or more discounted transfers could help remove barriers to travel. In addition, reducing fares for some could also help make transit more financially accessible. The RTA and the Service Boards offer reduced fare and rider free programs for seniors and riders with disabilities but can explore how to expand these programs to new populations including all people experiencing low incomes.
5. **Accelerate the transition to a near-zero emission regional transit system and prioritize communities burdened by poor air quality.** CTA and Pace have committed to transition their bus fleets from fossil fuels by 2040, and Metra is exploring clean technology as it becomes available, but there are steps the RTA and Service Boards can take in the short term to move those plans forward.
6. **Assess the regional capital program in a new way including considerations for racial equity and mobility justice.** For the last several years, the RTA and the Service Boards have been working together to articulate and advance a regional transit capital strategy. This moment is an opportunity to refresh the considerations that are made when projects are added to the 5-year regional capital program to address inequities, better integrate with other regional planning processes, respond to legislative mandates, and consider the input of stakeholders.
7. **Adapt bus and rail service to meet the changing needs of riders.** Transit has been and continues to be a lifeline to many riders, but COVID-19 has also changed when, where, how, and why many residents use transit. Stakeholders have told us that transit needs to be more flexible and adapt to what is needed at this moment to connect more people to opportunity. Activities underway to advance changes to the transit network include the Pace Bus Redesign, Paratransit pilot projects, Metra exploration of regional rail, and CTA's Action Plan.

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Committed to Change

Equity

Stewardship