



**REGIONAL ECONOMY COMMITTEE**

**AGENDA - FINAL**

Monday, November 21, 2022

9:00 AM

Please join from your computer, tablet or smartphone.

<https://us06web.zoom.us/j/85803127013?pwd=aXpyN0I5djlmSUpsWjFBWWJJdmFhdz09>

**TO USE YOUR TELEPHONE**

Meeting ID: 858 0312 7013; Passcode: 032581

One tap mobile

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- 1.0 Call to Order and Introductions**
- 2.0 Agenda Changes and Announcements**
  - 2.01 Requests for agenda changes** [22-447](#)  
ACTION REQUESTED: Information
  - 2.02 Executive Director's announcements** [22-540](#)  
ACTION REQUESTED: Information
- 3.0 Approval of Minutes**
  - 3.01 Minutes from September 26, 2022 meeting** [22-561](#)  
ACTION REQUESTED: Approval  
**Attachments:** [MeetingMinutes14-Nov-2022](#)
- 4.0 New Business**
  - 4.01 2023 CMAP Regional Economy Committee meeting schedule** [22-534](#)  
ACTION REQUESTED: Approval  
**Attachments:** [Memo: 2023 Committee Meeting Schedule](#)

**4.02 CMAP's proposed strategic direction**[22-536](#)

PURPOSE & ACTION: Over the past year, CMAP developed a strategic direction for FY2023-FY2027 to refine its approaches to implementing ON TO 2050, with significant input from the agency's committees and staff. Members will hear an overview of how CMAP proposes to achieve its goals and objectives related to the regional economy.

ACTION REQUESTED: Discussion

**4.03 Mobility recovery update and development of the transit system report**[22-539](#)

PURPOSE & ACTION: CMAP is required by Public Act 102-1028 to develop a report for the Illinois General Assembly on the future of transit funding, in coordination with the Regional Transportation Authority. CMAP staff will review the agency's ongoing work to prepare for this project as well as an update on its related Mobility Recovery initiative, including a preview of the project's final recommendations.

ACTION REQUESTED: Discussion

**Attachments:** [Memo: Mobility Recovery and upcoming transit funding report](#)

**4.04 Regional housing coordination**[22-541](#)

PURPOSE & ACTION: With new authorities under federal statute, CMAP is assessing the role and focus of regional coordination to improve housing choice in different and diverse parts of the region. Members will discuss related issues and CMAP's role in helping to ensure access to enough affordable, accessible housing.

ACTION REQUESTED: Discussion

**5.0 Committee Member Updates****6.0 Other Business****7.0 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.

**8.0 Next Meeting**

The next meeting will be Thursday, January 26, 2023.

**9.0 Adjournment**



## REGIONAL ECONOMY COMMITTEE

### MEETING MINUTES - DRAFT

Monday, September 26, 2022

9:00 AM

**September 26, 2022**

Please join from your computer, tablet or smartphone.

<https://us06web.zoom.us/j/85803127013?pwd=aXpyNOI5djlmSUpsWjFBWWJJdmFhdz09>

#### TO USE YOUR TELEPHONE

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### 1.0 Call to Order and Introductions

Chair Tucker called the meeting to order at 9:08 a.m., and reminded the members that the meeting was being live-streamed, and asked staff to call the roll.

**Present:** Bob Tucker, Kim Porter, Dionne Baux, Jonathan Furr, Kendra Freeman, Kristi DeLaurentiis, Olatunji Oboi Reed, Peter Creticos, Shannon McGhee, and Josh Potter

**Excused:** Jennifer Tammen

**Absent:** Adam Ballard, Caitlin Ritter, Darnell Shields, Joan Fox, Kevin Kramer, Marisa Lewis, Michael Meyers, Tiffany McDowell, and Veronica Gonzalez

**Ex-Officio:** Michael Horsting, and Tara Orbon

**Staff present:** Erin Aleman, Alex Ensign, Timothy McMahon, Kasia Hart, Ryan Ehlke, Tony Manno

**Others present:** Garland Armstrong

### 2.0 Agenda Changes and Announcements

#### 2.01 Requests for agenda changes

[22-447](#)

There were no requests for agenda changes.

## 2.02 Executive Director's announcements

[22-448](#)

Director Aleman updated on the Regional Economy Initiative and provided an overview of the strategic initiative to be discussed later in the agenda. For the Initiative, convened quarterly, she noted that the County Board chairs, leaders from the seven counties, in partnership, discussed principles around regional cooperation on economic competitiveness. The work was supported by a grant from the Chicago Community Trust with the Brookings Institution. Recommendations included prioritizing activities in Joliet - coordinating international engagement and creating a global identity for the region, encouraging city-centric entrepreneurship support region-wide with a focus on underrepresented entrepreneurs and establishing shared capacity for data and research and economic development among other activities. As the region continues to face slower than desired economic progress and stagnant population growth, Brookings and local leaders are drawing on best practices to develop a shared regional framework for equitable development. This initiative builds on a number of projects including the Chicago Metro Metals Consortium, South Land Development Authority and other regional stakeholders. She also discussed on the need for ramping up on efforts to help communities address ADA transition plans.

## 3.0 Approval of Minutes

### 3.01 Minutes from May 23, 2022

[22-449](#)

**Attachments:** [MeetingMinutes19-Sep-2022-04-53-13](#)

*A motion was made by Kim Porter, seconded by Jonathan Furr, that the agenda item be approved. The motion carried by the following vote:*

**Aye:** Bob Tucker, Kim Porter, Dionne Baux, Jonathan Furr, Kendra Freeman, Kristi DeLaurentiis, Olatunji Oboi Reed, Peter Creticos, Shannon McGhee, and Josh Potter

**Excused:** Jennifer Tammen

**Absent:** Adam Ballard, Caitlin Ritter, Darnell Shields, Joan Fox, Kevin Kramer, Marisa Lewis, Michael Meyers, Tiffany McDowell, and Veronica Gonzalez

**Ex-Officio:** Michael Horsting, and Tara Orbon

## 4.0 New Business

### 4.01 Strategic Direction Update

[22-445](#)

Alex Ensign, CMAP's Director of Strategic Alignment and Innovation, discussed feedback received from the committee members and staff at the workshop series and highlighted that there was some room improvement for the strategic direction. A series of 10 workshops was conducted over the summer to provide feedback. CMAP collected and compiled the feedback from spring meetings as well. She highlighted that the draft will be presented to the committees in November and will present the draft to board members in January before it is officially adopted. Some workshops were specially streamlined for cross focus areas at the intersection of economy and transportation and climate and transportation. CMAP made sure that the strategic direction not only guides the work within each of the focus areas but also cross-focussed initiatives and identified the need for working with the smaller core team to update and expand the strategic direction to be presented.

*The agenda item was received and filed.*

## 4.02 State and Federal Legislative Agenda

[22-446](#)

**Attachments:** [2023 Federal Advocacy Agenda - Draft](#)  
[2023 State Advocacy Agenda - Draft](#)

Currently in draft form seeking comments. Federal - Funding and implementations of all the opportunities coming out of the IIJA (Infrastructure Investment and Jobs Act) and the state agenda will focus on increasing capacity for CMAP and other MPOs around the state to take advantage of all the opportunities coming out of IIJA. Currently limited by what CMAP can address by the regional planning so CMAP will seek another regional planning act to address all the issues enumerated in the act.

Tim McMahon, CMAP Staff, presented on the draft federal agenda, transportation section - successful implementation of the IIJA. He noted staff continues to look for sustainable funding for safe and complete streets and active transportation projects. He then pivoted to discussing planning for a climate resilient future by reducing emissions, strengthen federal standards. Regional economic Competitiveness section - inclusive economic growth and increase opportunities for comprehensive planning support

Kasia Hart, CMAP Staff, presented on the need for aligning the draft state agenda with the strategic direction. She noted transportation funding and finance reform is a long-standing priority for CMAP and the transit funding will inform the recommendation in this area. Promoting traffic safety and pedestrian and biking infrastructure. Climate, Regional economic competitiveness - discussed the importance of local and regional tax policy.

*The agenda item was received and filed.*

## 4.03 Improving accessibility and ADA compliance

[22-450](#)

Linda Mastrandrea, CMAP Staff, presented on CMAP's efforts to make the region for ADA friendly. She discussed the current situation of infrastructure accessibility in the region. She then presented the infrastructure and administrative requirements for ADA compliance, self-evaluations and transition plans and the role of the ADA coordinator. She then discussed the data on disability in the United States in terms of number of people with disability and the amount of disposable income of people with disability. She noted that CMAP is creating a multi-faceted program for making communities accessible by education, outreach, technical assistance and a toolbox of resources like templates, checklist, etc to aid self-evaluation in communities and transition planning. Committee members asked for the number of communities that need technical assistance and the timeframe for the project.

*The agenda item was received and filed.*

## 5.0 Committee Member Updates

Member Reed shared updates on the Go Hub, a community mobility center modelled after traditional mobility hubs, however in low-to-moderate income areas with severe transportation inequities. GoHub brings hardware (mobility, devices, shared e-bikes, shared scooters), software (community mobility rituals and hyperlocal advocacy coalition to address and reduce violence at the neighborhood level), physical building (place for the hardware). Go Hub will work with Fairbank juncture at their campus, site location with the USDOE grant. Member Shannon McGee discussed resources to help fund black, brown, and women founders to take an idea and convert it into a commercialization product. She highlighted that her team was finishing up the design and build of a digital learning management platform that institutionalizes the entrepreneurial curriculum set to launch in March and that they are looking for feedback and technical assistance. Member Peter Creticos shared maps on distribution of female headed households in the City of Chicago, in relation to the locations of essential utilities such as pharmacies, grocery stores, banking institutions, brownfields, digital divide index.

**6.0 Other Business**

No other business was brought to the committee.

**7.0 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.

Garland Armstrong called in from Des Moines Iowa and spoke. He complimented the work being done by committee members in the updates and importance to include all members of society in our work.

**8.0 Next Meeting**

The next meeting will be Monday, November 21, 2022.

**9.0 Adjournment**

The meeting was adjourned at 10:20 a.m.

Minutes prepared by Dominick Argumedo.



## MEMORANDUM

**To:** CMAP Regional Economy Committee

**From:** CMAP Staff

**Date:** November 14, 2022

**Subject:** 2023 Meeting Planning

**Purpose:** Information and Direction

**Action Requested:** Approval for 2023 meeting schedule

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CMAP aims to create collaboration and consensus on issues of regional significance. As part of a larger public engagement approach, the CMAP Regional Economy Committee guides and supports the agency's economy-related initiatives and implementation of the region's comprehensive plan, ON TO 2050. This includes efforts to coordinate and implement regional economic strategies, target resources to disinvested communities, improve housing diversity, and expand investment in export-oriented industries.

Together, over the last two years, we learned to hold effective remote meetings. This is pursuant to [Illinois Executive Order 2020-07](#), which temporarily suspends the procedural requirement in the Illinois Open Meetings Act (OMA) that a quorum of a public body (including the Regional Economy Committee) be physically present to conduct a public meeting. As we consider the meeting schedule for 2023, CMAP staff will continue to seek a balance between the benefits of remote meetings and the advantages of some in-person discussions. If OMA requirements for a physical quorum are reinstated, CMAP will hold all Regional Economy Committee meetings in-person, with some accommodations and exceptions as outlined in the law.

### Recommendation

The Regional Economy Committee traditionally meets four times a year, with all meetings held from 9:00 to 11:00 a.m. We recommend shifting meetings from the fourth Monday of the month to the fourth Thursday, to maximize participation and the likelihood of achieving the required quorum. The proposed schedule for 2023 is:

- Thursday, January 26
- Thursday, April 27
- Thursday, July 27
- Thursday, October 26

**Proposed action:** Approval of the proposed 2023 meeting schedule.



## MEMORANDUM

**To:** CMAP Transportation, Regional Economy, and Climate Committees

**From:** CMAP Staff

**Date:** November 9, 2022

**Subject:** Conclusion of Mobility Recovery and plans for upcoming transit system report

**Purpose:** Presentation on the agency's Mobility Recovery initiative, including a preview of the project's final recommendations and a review of CMAP's ongoing work to prepare for the development of the transit system report required by the Illinois General Assembly. The presentation will include an overview of potential opportunities for members of CMAP's working committees to engage in the report development process.

**Action Requested:** Discussion

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In mid-2020, at the request of the region's seven County Board Chairs and the City of Chicago's COVID-19 Recovery Task Force, the Chicago Metropolitan Agency for Planning (CMAP) initiated a project to plan for the durable, medium- to long-term transportation challenges prompted or worsened by the COVID-19 pandemic. Through this project, referred to as the Mobility Recovery initiative, CMAP and stakeholders have worked together to understand these challenges and develop strategies for the region in response.

After two years of work, the Mobility Recovery effort is approaching its conclusion. This memo provides an overview of the anticipated final project recommendations, which include strategies to invest in a stronger and more financially secure transit system, to encourage safe and active travel, and to balance the impacts and benefits of increased freight and e-commerce activity.

CMAP is now planning for its upcoming work to advance these recommendations. As required by [Public Act 102-1028](#), CMAP is preparing to develop and submit a report of recommendations to the Governor and General Assembly of the State of Illinois on several topics related to the transit system of northeastern Illinois. This work will leverage the recommendations of the Mobility Recovery initiative, as well as other relevant efforts such as the RTA's strategic plan. The scope, timeline, and approach are outlined below.



# Mobility Recovery initiative

## Project background

The COVID-19 pandemic significantly reshaped the ways people and communities travel in the region, creating durable shifts in the number of people using the transportation system, as well as when and where they take their trips.

Travel patterns changed nearly overnight in March 2020, as residents adjusted to restrictions, closures, remote work, and online learning. In the pandemic's early months, compared to pre-COVID levels, car travel fell by nearly 50 percent, congestion by 40 percent or more, and regional transit ridership by as much as 80 percent, resulting in higher travel speeds and more traffic deaths on our roads.

Over the last two years of the region's recovery, much of that travel has resumed. However, the transportation system will need to accommodate new and different demands moving forward. For example, transit ridership remains well below 2019 levels, in part because more regional workers will continue to work remotely, at least part of the time, compared to pre-pandemic levels. But the transit system remains critical to the region's broader success. Residents, visitors, and regional businesses rely on the mobility and accessibility the system enables – for trips to work, to school, to healthcare, and so much more. Without sufficient fare revenue, transit services oriented around peak commute times need funding alternatives that ensure frequency, reliability, speed, and safety for all riders. To ensure the transportation system continues to provide access to opportunities throughout the region, officials must plan for a system that is operationally and financially resilient to these shifting demands.

While transit ridership has continued to regrow, trips by personal vehicles have already returned to near or above pre-pandemic levels. But many of those trips are now happening at different times, with fewer trips during the traditional “rush hour” and more spread out throughout the day. They are also happening in new places, with more trips based around the home and fewer around a place of work – leading to new demands for travel, including on active and sustainable modes, in communities throughout the region. And for some types of vehicles, like trucks, vehicle volumes quickly [exceeded](#) pre-COVID levels early in the pandemic, reflecting the significant increase in freight activities like e-commerce. While there are economic benefits to this activity, and to the region's broader role as the freight hub of North America, it comes with tradeoffs including increased emissions and impacts to air quality.

Based on these factors, CMAP embarked on developing a plan using research and data analysis along with stakeholder input to develop recommended strategies that address these transportation challenges.

## Project approach

Over the last two years, staff and consultants have worked to develop a plan for the region to overcome the mobility challenges posed or exacerbated by the pandemic. This work included:

- Extensive stakeholder engagement through a steering committee and engaging the Transportation Equity Network (TEN)
- Policy research on relevant efforts in U.S. and global peer regions

- Travel modeling and assessment of shifts in transportation, travel patterns, housing, employment, and hybrid and remote work, including implications for congestion, emissions, and transportation system finances
- Development of recommendations for how the region should act in response to these shifts

### Stakeholder Engagement

To guide the project, CMAP convened a steering committee of regional stakeholders from more than 30 organizations representing transportation agencies, the region's transit service providers, the CMAP Board, counties, municipalities, civic groups, and advocacy organizations. The steering committee provided insights into the region's needs, reacted to technical research, and offered guidance on implementation and solutions toward recovery from the pandemic. In addition to regular meetings, staff also met with steering committee members in one-on-one or small group discussions regularly over the project to gather additional feedback.

#### Six steering committee meetings

2021: February, March, November

2022: February, July, October

CMAP also recognized the importance of engaging directly with representatives of community groups in this work. To gather this feedback and input, staff also regularly met with members of the [Transportation Equity Network \(TEN\)](#). TEN members participated in five focus group events to help the CMAP and consultant team prepare for steering committee events and two large group workshops in April and August of 2022. Members shared firsthand accounts of how the pandemic had influenced their communities, articulated their expectations for change, and provided feedback on potential recovery policy and project recommendations. They also reiterated a consistent message that returning to the status quo would not be sufficient.

#### What is TEN?

A coalition of community groups, equitable transportation advocates, civic organizations, and other stakeholders whose mission is to work with decision makers to embed racial equity and mobility justice into transportation through community-driven decisions and investments.

### Report recommendations

This memo summarizes the report's recommendations and supporting strategies (which fall into three broad categories). The final report will be published this fall and include additional details, context and visualizations presenting the rationale for their implementation.

Category	Recommendations
Invest in a stronger and more financially secure transit system	<p><b><i>Enable faster and more reliable bus service</i></b> Accelerate the installation of bus priority infrastructure; enable automated camera enforcement for bus lanes; support bus priority projects through increased staffing capacity</p> <p><b><i>Develop a more integrated and affordable transportation system</i></b> Integrate regional fare and transfer structures; improve integration between transit and complementary modes; fund and implement subsidized fares for travelers with limited incomes</p> <p><b><i>Identify and enacting new revenues for transit</i></b> Support public transit with new or additional revenues from the road system; consider broadening the state sales tax base; pursue additional reforms to increase public transit funding at the state level; reform the farebox recovery ratio requirement</p>
Enable expanded travel by safe and active modes	<p><b><i>Invest in infrastructure that increases the safety and attractiveness of active and sustainable modes</i></b> Promote the adoption of complete and safe streets; enable local camera enforcement for speeding and bike lane obstruction; build continuous networks of bike lanes, sidewalks, and paths</p> <p><b><i>Update development regulations and land use to reflect changing travel demand and make active and sustainable modes realistic choices</i></b> Pursue transit-oriented redevelopments of underutilized surface parking lots; incentivize transit-supportive land use and development in proximity to existing transit nodes</p>
Balance the benefits and impacts of e-commerce and other freight activity	<p><b><i>Accelerate the electrification of freight systems</i></b> Facilitate the electrification of freight vehicles in vulnerable communities; advance state regulations to accelerate electrification at a regional scale</p> <p><b><i>Work with employers to increase options for employee commutes</i></b> Promote transportation demand management (TDM) strategies and other investments that connect regional residents to warehousing, TDL, and other hard-to-access job opportunities; develop more comprehensive state and local requirements or incentives that promote access to regional opportunities</p>

## Next steps

CMAQ is now planning for subsequent work to advance the recommendations outlined above, both through its own activities and collaboration with regional implementers.

Staff anticipate that the bulk of the agency's efforts on these topics in FY23 will be to implement the recommendations that relate to region's transit system, specifically through the

development of the transit system report required by the Illinois General Assembly. This focus is reflective of the importance of the regional transit system to all of CMAP's goals, as well as the magnitude of the challenge facing the system. As that work proceeds, CMAP will continue to identify opportunities to advance all the recommendations outlined above, including through its funding programs, regional coordination, and preparation for the next regional planning process.

## **Transit system report**

### **Project background**

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

The report must also consider recommendations related to racial equity, climate change, and economic development, as well as the RTA's own strategic planning work. In addition, the Act requires that the report development include meaningful public engagement and the support of a steering committee composed of "representatives of business, community, environmental, labor, and civic organizations." Finally, the report must be approved by CMAP's Board and MPO Policy Committee prior to submission to the Governor and General Assembly on or before January 1, 2024.

In developing the report, staff and steering committee members will draw from the extensive body of work conducted on these topics in recent years, including the Mobility Recovery effort outlined above. Other inputs will include but will not be limited to:

- Invest in Transit and the RTA's ongoing strategic planning efforts
- COVID response efforts underway at CTA, Metra, and Pace
- Relevant prior CMAP work, such as Equity in Transportation Fees, Fines, and Fares
- Recommendations and principles from ON TO 2050

### **Project approach**

CMAP is actively putting together an approach and team that can deliver the information requested on the timeline required by the State. CMAP will manage the overall project, coordinating as needed between consultants, staff, and stakeholders.

The development of the report will be guided by a steering committee, members of which will also serve on one of three topical working groups. More details on the content to be addressed by each of the three working groups is available in the "Anticipated deliverables" section below. CMAP staff are currently reaching out to potential steering committee members to round out membership within the three topical working groups.

Steering committee members will engage with CMAP staff, consultants, public sector subject matter experts, and the results of the public engagement process as they develop project recommendations.

CMAP staff will also ensure that both steering committee members and other regional stakeholders are kept apprised of the project's overall progress. In addition to the steering committee process, this will include regular presentations to CMAP's MPO Policy Committee, Board, and working committees, as well as other venues as needed (such as the RTA Board).

Additionally, CMAP will conduct meaningful public engagement as part of the report development process. Staff anticipate that this will include engagement with the public and community organizations via a public opinion survey, the CARE program, focus groups, and/or other techniques to be determined.

## **Anticipated deliverables**

Project deliverables will include:

1. An approved report of recommendations to be submitted to the Illinois General Assembly that provides solutions to the immediate crisis in ways that also address longstanding problems. The report will set the context of the challenges facing the system and the consequences of inaction. The report's recommendations will give special attention to areas where the state has an important role in addressing these challenges, although areas of combined state and regional action will also be included. Topics to be explored within each working group will likely include:
  - a. **Defining the system we want (WG1)**, including
    - i. How to provide seamless transfers and affordable access across modes such as changes to the fare structures and transfer discounts,
    - ii. Investing in faster, more frequent, and more reliable bus service, and
    - iii. Incentivizing transit-supportive land use in the context of existing transit nodes, in support of ongoing preliminary conversations about regional rail
  - b. **Identifying how to pay for such a system (WG2)**, including
    - i. New revenues, such as a broader state sales tax base, new revenues from the road system, state funding reforms, and/or others
    - ii. Operational savings, such as assessing the cost implications of investments identified in WG1, and
    - iii. Maximizing the value of existing resources, including strategies to rebuild ridership and its associated fare revenue and other input into future fare revenue policies
  - c. **Determining how to implement this system (WG3)**, including:
    - i. Changes to governance and funding distribution necessary to support recommendations identified in WG1 and WG2
    - ii. Any other changes necessary to implement identified solutions
2. A steering committee that is highly engaged and prepared to champion recommendations
3. An approach to advancing identified recommendations alongside regional partners, including any required legislative, communications, or coordination activities

## Timeline

Activity/Milestone	Timing
Complete scoping, procurement, and project planning	July – Dec. 2022
Engage Board, MPO Policy Committee, and working committees in project planning	Oct. 2022 – Dec. 2022
<b>Milestone:</b> Convene steering committee	Jan. 2023
<ul style="list-style-type: none"> <li>• Hold steering committee and subcommittee meetings</li> <li>• Provide regular updates to the Board, MPO Policy Committee, and working committees</li> <li>• Conduct public engagement</li> <li>• Develop and finalize recommendations through the steering committee process, leveraging CMAP staff and consultant support</li> </ul>	Jan. – Sept. 2023
<b>Milestone:</b> Board and MPO approve report content	Oct. 2023
<ul style="list-style-type: none"> <li>• Complete design of report document (if needed)</li> <li>• Socialize recommendations with potential champions and involved parties (e.g., members of the ILGA, state officials, regional stakeholders)</li> </ul>	Nov. – Dec. 2023
<b>Milestone:</b> Finalize and submit report to legislature	On or before Jan. 1, 2024