



CMAP BOARD

AGENDA - FINAL

Wednesday, January 14, 2026

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 January 13 at 4:00 p.m. or should plan to arrive early to check-in with the building's information desk for access.

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

<https://us06web.zoom.us/j/82917643166?pwd=T5D697gzTxXjvaPBrescB9BeRxuTB1.1>

Conference Call number: 312 626 6799 US (Chicago)

Meeting ID: 829 1764 3166 Passcode: 056489

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>.

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1.0 Call to Order and Introductions**2.0 Agenda Changes and Announcements****2.01 Executive director's report**[25-367](#)

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

ACTION REQUESTED: Information

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

CONSENT AGENDA**3.0 Approval of Minutes****3.01 Minutes from November 12, 2025**[25-368](#)

PURPOSE & ACTION: Review and approval of meeting minutes.

ACTION REQUESTED: Approval

Attachments: [11.12.25 Board meeting minutes draft](#)

4.0 Other Items for Approval**4.01 Approval of revised Line of Credit (LOC) policy and borrowing controls**[26-007](#)

PURPOSE & ACTION: Approval of updates to CMAP's LOC policy including requirements for advance notice prior to borrowing and enhanced reporting at Board meetings to strengthen oversight and establish appropriate controls.

ACTION REQUESTED: Approval

Attachments: [Memo - Revised LOC policy and borrowing controls](#)
[Attachment 1 - CMAP LOC Policy - Revised](#)

4.02 ON TO 2050/2023-2028 TIP Conformity Analysis and TIP Amendment[25-375](#)

PURPOSE & ACTION: ON TO 2050/2023-2028 TIP Conformity Analysis and TIP Amendment 26-03 was released for public comment through December 18, 2025. The Transportation Committee recommended the ON TO 2050/2023-2028 TIP Conformity Analysis and TIP amendment 26-03 to the MPO Policy Committee at its December 19, 2025 meeting.

ACTION REQUESTED: Approval

Attachments: [Memo - TIP Conformity Memo 26-03](#)

4.03 2026 Roadway Safety Targets[25-359](#)

PURPOSE & ACTION: Staff will summarize the proposed 2026 highway safety targets and request concurrence from the Board.

ACTION REQUESTED: Approval

Attachments: [Memo Board - 2026 Roadway Safety Targets](#)

REGULAR AGENDA**5.0 Information Items****5.01 2025 CMAP Annual Report****[26-004](#)**

PURPOSE & ACTION: This report shares progress CMAP has made in 2025 on behalf of the region. The Executive Director will share highlights from the report.

ACTION REQUESTED: Information

Attachments: [Memo - 2025 CMAP Annual Report](#)
[CMAP Annual Report 2025](#)

5.02 FY2027 CMAP Proposed budget and regional work plan**[26-005](#)**

PURPOSE & ACTION: This draft FY2027 annual work plan identifies key activities CMAP will continue or commence during the time period of July 1, 2026 - June 30, 2027.

ACTION REQUESTED: Information

Attachments: [Memo - FY2027 Proposed budget and regional work plan](#)
[FY2027 Proposed work plan draft](#)

5.03 The Century Plan update**[26-006](#)**

PURPOSE & ACTION: The Board will receive an update on The Century Plan engagement efforts and discuss how the CMAP Board can support its development into an actionable tool for advancing regional progress.

ACTION REQUESTED: Information

Attachments: [Memo - The Century Plan update](#)

6.0 Other Business**7.0 Public Comment**

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

8.0 Next Meeting

The next meeting is scheduled for February 11, 2026.

9.0 Adjournment



Chicago Metropolitan Agency for Planning

Agenda Item 2.01

433 West Van Buren Street
Suite 450
Chicago, IL 60607

312-454-0400
cmap.illinois.gov

MEMORANDUM

To: CMAP Board
From: Erin Aleman, Executive Director
Date: January 2026
Subject: Executive Director's report
Action Requested: Information

Dear Board Members,

This report provides an update ahead of our January 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 above the printed name.

Erin Aleman

2025 CMAP Annual Report

At your January meeting, we will present CMAP's 2025 annual report that highlights our achievements from the past year. And what a year it was!

An [electronic version](#) is available for your review.

Transit Act

Governor Pritzker signed the Northern Illinois Transit Authority (NITA) in December advancing the transformative legislation that delivers on the strong vision put forward in CMAP's Plan of Action for Regional Transit.

We will provide more information at your meeting under the Legislative Update.

Recertification

CMAP will undergo its federal certification review at the end of January, a required review that occurs every four years to ensure our metropolitan transportation planning process meets federal standards for Transportation Management Areas. We are prepared to host our partners from FHWA and FTA for the onsite visit and welcome the opportunity to demonstrate the strength, transparency, and collaboration that underpin our regional planning work.

There will also be an opportunity for the public to provide feedback regarding the transportation planning process and interactions with CMAP. Comments will be accepted from January 13 through February 10. Once the comment period begins, the short form will be linked on CMAP's [federal certification page](#). If you are unable to send feedback through the form, we can also provide contact information for our federal agency certification partners.

County safety action plans

Our work leading the Safe Travel for All regionwide safety initiative continues, building on the implementation of our county safety action plans this committee adopted last year.

CMAP, in partnership with the DuPage Division of Transportation, has released a [recorded webinar](#) focused on funding traffic safety improvements.

While the webinar centers on DuPage County, it also provides general funding guidance that is relevant to communities across the region with a safety action plan. It walks through federal, state, and regional funding sources and addresses key questions like project eligibility and what makes a strong application.

Speaking of strong applications, McHenry County was awarded a Safe Streets and Roads for All implementation grant from USDOT of over \$2 million to construct a roundabout at a high crash location. The Village of Evergreen Park was awarded \$200,000 to complete a pedestrian and cyclist safety demonstration project. Congratulation to both of these communities.

Engagement updates

I'm happy to share some engagement updates from a busy last few months in 2025.

The CMAP team continued to engage communities, partners, and stakeholders across northeastern Illinois and the state — advancing regional priorities through presentations, collaboration, and on-the-ground outreach. In November, our team traveled to Springfield to present to the Engineering Society of Illinois on the 2026 Regional Transportation Plan (RTP), sharing how CMAP is shaping the next 20 years of mobility for the region. CMAP also joined the Urban Transportation Center at UIUC for a panel on transportation electrification and sustainability; shared updates on the RTP with the Illinois Trucking Association in Joliet; and presented CMAP's Job Quality and Access Tool to researchers at The Ohio State University.

Our engagement also continues to reach students, professionals, and community members directly. CMAP participated in the Chicago Youth Climate Justice Summit, engaging high school students in conversations about climate, transportation, and the future they will inherit. I also participated in awards judging for the American Council of Engineering Companies.

At the local level, we connected with residents in Maywood at the Haunted Trail and Pumpkin Patch Parade to highlight the Roosevelt Road Corridor Plan; and in Midlothian, spoke with families at the Scarecrow Festival about the Midlothian Safety Action Plan.

Finally, I joined local leaders in Streamwood to celebrate the opening of a new bicycle and pedestrian bridge over Illinois Route 59 — a long-awaited project supported through CMAP's programming of federal and state transportation funds. I also moderated a transportation panel for the Hispanic American Construction Industry Association, convening leaders from CDOT, IDOT, the Illinois Tollway, Cook County, and the Governor's Office to discuss major infrastructure investments and emerging opportunities. In early December, I participated in a National Cooperative Highway Research Program co-creation workshop in Washington, D.C., sharing lessons from our region's I-290 Corridor Development Office project with peers from across the country.

Together, all these efforts reflect CMAP's commitment to connecting data with people, strengthening partnerships, and ensuring regional planning delivers real results across northeastern Illinois.

I also want to briefly share that I was honored last month to receive the Motorola Solutions Foundation Excellence in Public Service Award from the Civic Federation.

It truly reflects the collective work of CMAP's board, staff, and partners across northeastern Illinois — particularly our shared efforts to strengthen regional collaboration and advance solutions for complex challenges like transit reform.

I'm grateful for the opportunity to serve this region alongside so many dedicated public servants.

ACTION REQUESTED: Information



Chicago Metropolitan
Agency for Planning

433 West Van Buren Street
Suite 450
Chicago, IL 60607

312-454-0400
cmap.illinois.gov

CMAP BOARD

MEETING MINUTES - DRAFT

Wednesday, November 12, 2025

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 November 10 at 4:00 p.m. or should plan to arrive early to check-in with the building's information desk for access.

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1.0 Call to Order and Introductions

Chair Bennett called the meeting to order at 9:33 a.m.

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

Absent: John Noak

Non-Voting: Kouros Mohammadian

Absent (NV): Leanne Redden

Noting a physical quorum of the Board, Chair Bennett reported requests were received from Nina Idemudia and Jung Yoon 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 Matthew Walsh, seconded by Nancy Rotering, to permit Members Nina Idemudia and Jung Yoon 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, Paul Hoefert, Nina Idemudia, Richard Reinbold, Nancy Rotering, Joanna Ruiz, Carolyn Schofield, Anne Sheahan, Matthew Walsh and Jung Yoon

Absent: John Noak

Non-Voting: Kouros Mohammadian

Absent (NV): Leanne Redden

(CMAP Board Member Jung Yoon arrived at 9:35 a.m., CMAP Board Member Nina Idemudia arrived at 9:36 a.m.)

Staff present: Erin Aleman, Bill Barnes, Nora Beck, Vas Boykovskyy, John Carpenter, Austen Edwards, Ryan Gougis, Kasia Hart, Aimee Lee, Maren Lutterbach, Yolanda Martin, Stephane Phifer, Kyle Schulz, Jennie Vana, Blanca Vela-Schneider, Claire Williams

Others present: Garland Armstrong, Eric Czarnota, Chris Hamby, Gretchen Klock, David Kovarik, Brian Larson, Joe Surdam

2.0 Agenda Changes and Announcements

There were no changes to the agenda.

2.01 Executive director's report

[25-315](#)

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

Erin Aleman, Executive Director, thanked the Board members for attending the State of the Region event celebrating the launch of the Century Plan as well as CMAP's 20th anniversary.

The Executive Director reported on the passing of Senate Bill 2111, marking a major milestone for the state's transit future. The bill provides stable funding and governance reforms for CTA, Metra, and Pace, including \$1.5 billion in operational revenue identified in the PART report. She emphasized that ongoing implementation work, ensuring proper governance, reporting, and delivery, is critical to achieving a more accessible, data-driven regional transit system. The bill now awaits the Governor's signature.

The Executive Director also highlighted a few of CMAP's recent engagement activities in the region. CMAP staff presented the Regional Transportation Plan to the Engineering Society of Illinois in Springfield and spoke at the Youth Climate Justice Summit, engaging high school students on climate and transportation. The CMAP team also participated in a UIC Urban Transportation Center event to discuss CMAP's Job Quality Access Tool and conducted community outreach in Maywood during local fall events related to the Roosevelt Corridor planning effort. The Executive Director attended the opening of a new bicycle and pedestrian bridge in Streamwood, a project supported by CMAP funding and multiple state and federal partners. Executive Director Aleman emphasized that these activities reflect CMAP's commitment to connecting with residents and delivering tangible regional planning outcomes.

The Executive Director then provided an update on county-level housing efforts like the Lake County Housing Initiative. Supported by the Schreiber Family Foundation, the initiative convened workshops addressing the connection between jobs, housing, and transportation. A final summit next year will outline recommendations to improve housing access and affordability.

Another housing initiative the Executive Director addressed was the McHenry County Housing Readiness Action Plan. In partnership with county leaders and the Urban Land Institute, the plan examines barriers to housing development and strategies to increase housing supply. CMAP's analysis shows a nearly 50% increase in median home prices in McHenry County since 2020, driven by limited supply.

The Executive Director reminded the Board that letters requesting annual local contributions are being issued. CMAP relies on approximately \$5 million in contributions from the Illinois Department of Transportation (IDOT), counties, municipalities, transit agencies, and the Tollway to fulfill the federally required 20% match needed to secure federal funding. Members were encouraged to alert CMAP if partners have questions or require outreach.

Executive Director Aleman noted that the day's agenda centers on stewardship and readiness, including establishing a revolving line of credit, updating CMAP's procurement policy, advancing long-range planning initiatives (the Century Plan and the Climate Action Plan) as well as legislative updates on recent state and federal activity.

The Executive Director announced she is the recipient of the 2025 Motorola Solutions Foundation Excellence in Public Service Award, presented by the Civic Federation. She invited Board members to attend the December 18 awards program and expressed gratitude to the Board, staff, and regional partners for their collective role in the work that led to this recognition.

Member Nancy Rotering thanked the team for bringing important voices together and highlighting the incredible work of everyone at the State of the Region event on November 4.

Chair Gerald Bennett noted his appreciation for the event and CMAP's legacy of serving the region in the past 20 years and the recent success of the transit bill passing.

The executive director's report was presented.

CONSENT AGENDA (Agenda Items 3.01 through 5.02)

Chair Gerald Bennett noted in reference to agenda item 5.01 that the regular meeting cadence for the Board in calendar year 2026 would include meeting on a federal holiday, Veteran's Day, in November 2026 and proposed an adjustment of the meeting date to November 18, 2026, instead.

Approval of the Group Vote

A motion was made by Board Member Gary Grasso, seconded by Board Member Nancy Rotering, to approve agenda items 3.01 through 5.02 under the Consent Agenda, as amended. The motion carried by the following vote:

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

Absent: John Noak

Non-Voting: Kouros Mohammadian

Absent (NV): Leanne Redden

3.0 Approval of Minutes**3.01 CMAP Board and MPO Policy Committee joint meeting minutes from October 8, 2025**[25-314](#)

Attachments: [CMAP Board and MPO joint meeting minutes 10.8.25](#)

Agenda items 3.01 through 5.02 were approved under the Consent Agenda.

4.0 Procurements and Contract Approvals**4.01 Authorization to renew the agency's enrollment in Esri's Advantage Program for 12 months at a cost of \$113,900**[25-324](#)

Attachments: [Memo - IGA justification - Esri](#)

Agenda items 3.01 through 5.02 were approved under the Consent Agenda.

5.0 Other Items for Approval**5.01 Consideration of CMAP Board meeting schedule for calendar year 2026**[25-316](#)

Attachments: [Memo - 2026 CMAP Board Meeting Schedule](#)

Agenda items 3.01 through 5.02 were approved under the Consent Agenda.

5.02 Consideration of CMAP committees for calendar year 2026[25-317](#)

Attachments: [Memo - 2026 CMAP Committees](#)

Agenda items 3.01 through 5.02 were approved under the Consent Agenda.

REGULAR AGENDA

6.0 Other Items for Approval

6.01 Authorization to establish a Revolving Line of Credit (LOC) with a financial institution and adopt the policy for LOC utilization [25-328](#)

Attachments: [Memo - Revolving LOC and utilization policy](#)
[Attachment 1 - BMO LOC Proposal](#)
[Attachment 2 - CMAP LOC Policy](#)

Member Nancy Rotering inquired about the notice provision to the Board for the utilization of the Revolving Line of Credit and suggested advance notice if the LOC is initiated. Member Matt Walsh asked for regular reporting on the LOC at Board meetings.

A motion was made by Member Matt Brolley, seconded by Member Nancy Rotering to approve a revolving line of credit policy and include advanced notice to the Board if the letter of credit is initiated and regular reporting on the line of credit at Board meetings. The motion carried by the following roll call vote:

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

Absent: John Noak

Non-Voting: Kouros Mohammadian

Absent (NV): Leanne Redden

6.02 Consideration of updated CMAP procurement policy [25-326](#)

Attachments: [Memo - Procurement policy update justification](#)
[Updated CMAP Procurement Policy](#)

Yolanda Martin, procurement officer, requested Board approval to adopt an updated procurement policy aligned with current regulations and best practices. The revised policy is intended to strengthen transparency, accountability, and compliance, with staff training to begin immediately upon adoption. No questions were raised.

A motion was made by Board Member Paul Hofert, seconded by Board Member Richard Reinbold, to approve the updated CMAP procurement policy. The motion carried by the following vote: The agenda item was approved.

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

Absent: John Noak

Non-Voting: Kouros Mohammadian

Absent (NV): Leanne Redden

7.0 Information Items

7.01 Update on The Century Plan [25-325](#)

Attachments: [Memo - Update on the Century Plan](#)

The Executive Director provided an overview of the Century Plan launch and CMAP's 20th anniversary celebration held November 4, 2025 at the Old Post Office. Nearly 1,000 attendees participated in this

first-of-its-kind regional event. She noted overwhelmingly positive feedback, particularly regarding the opportunity for cross-sector engagement among transportation, development, economic, and civic leaders - groups that often convene separately. More than 40 elected officials attended the event, including five of the seven county board chairs, mayors, county commissioners, and legislative leaders. 52 sponsors contributed \$146,000, several sponsors expressed interest in supporting future CMAP events and \$27,000 were made in ticket sales.

The event received a strong sponsor response and positive public commentary, including a testimonial highlighting CMAP's inclusive event design, were cited as evidence of CMAP's trusted regional leadership. The Executive Director also noted feedback from Springfield stakeholders affirming that CMAP is regarded as a credible, trusted voice on transportation and funding issues.

Beginning in January, CMAP will release a public-friendly regional data report covering trends in housing, the economy, flooding, demographic shifts, and quality of life. This report will support engagement with councils of government and serve as a baseline for community discussions. And a new Century Plan website has been launched to serve as the central hub for all related content and engagement opportunities.

The Executive Director summarized themes from the Board's recent workshop with consultant Kerr Smith, including concerns about funding uncertainty, infrastructure needs, regional affordability challenges, optimism about collaboration, the region's transportation system, and economic diversity. These themes will inform the development of regional shifts and ongoing planning discussions.

Over the next two years, CMAP will lead extensive engagement with governments, businesses, civic organizations, and residents to shape the Century Plan, with adoption targeted for Fall 2027.

The public input will focus on future travel behavior, housing and employment patterns, emerging industries as well as key regional challenges and opportunities.

The Executive Director emphasized that Board member participation is essential. CMAP will meet with each council of governments (COG) and invited members to host regional workshops tailored to local priorities, e.g., housing, environment, or economic development stakeholders. Additional roundtables will address scenario planning and regional "grand challenges."

The Century Plan update was presented.

7.02 Update on the Comprehensive Climate Action Plan for Greater Chicago

[25-338](#)

Attachments: [Memo - Update on the Comprehensive Climate Action Plan](#)

Board Member Carolyn Schofield reported on her role representing the CMAP Board on the steering committee for the Comprehensive Climate Action Plan. She noted that the committee included county representatives and leaders from business, utilities, workforce, government, and community organizations. The draft plan reflects the committee's guidance as well as input from four technical working groups. Member Schofield highlighted that the committee set the overall emissions-reduction goal for the planning area, which extended into Wisconsin and Indiana, and focused on identifying ambitious yet implementable actions for local governments and regional partners. She emphasized that the plan centers on benefits such as cleaner air, healthier communities, energy cost savings, and economic and workforce opportunities, and that strategies were tailored to each county's unique emissions profile.

Nora Beck, principal in the regional policy and implementation division, reported that CMAP has reached a major milestone with the release of the draft Comprehensive Climate Action Plan for Greater Chicago, which will be finalized in the coming weeks. She provided an overview of the plan's purpose, key findings, and projected impacts.

Beck noted that rising temperatures are driving more frequent storms, flooding, and poor air quality, increasing costs and affecting public health, the economy, and natural systems. The Climate Action Plan outlines strategies to reduce greenhouse gas emissions, improve air quality, and support a transition to a clean economy that can generate thousands of jobs and strengthen regional competitiveness.

She described the federal context for the planning effort and CMAP's partnership with the Metropolitan Mayors Caucus and the Northwestern Indiana Regional Planning Commission. The plan addresses all major sources of emissions and fulfills ON TO 2050's recommendation to develop a regional climate action plan.

Beck highlighted the region's current emissions profile, 152 million metric tons of CO₂e annually, driven primarily by industry (36%), buildings (35%), and transportation (26%). While emissions have declined by about 20% since 2005, much more action is needed to meet the plan's long-term target of an 80-85% reduction by 2050. Modeling shows that existing policies, including Illinois' Climate and Equitable Jobs Act, would reduce emissions by roughly 36% by 2050. Full implementation of the plan's 36 strategies could achieve an 86% reduction, with state and local actions alone accounting for up to 58%, demonstrating the region's ability to make significant progress independently of new federal policy.

Nora Beck emphasized that climate action delivers economic and public health benefits, including job creation, reduced energy costs, increased grid reliability, and major improvements in air quality. Public health modeling estimates more than one million avoided health incidents and substantial cost savings by 2050. She outlined the systemic changes required to meet the region's goals: modernizing energy systems, electrifying and improving buildings, decarbonizing industry, transforming transportation, and restoring natural systems. She also identified key implementation challenges: aligning policies across all levels of government, addressing federal uncertainty, and strengthening institutional capacity and coordination.

Nora Beck concluded by highlighting emerging local examples of climate action and invited board members to share additional opportunities they see for regional or community-level progress.

The Board members added examples of their own efforts and experiences with climate action work in their counties and municipalities and emphasized the interconnectedness of different regions, states, and even countries when it comes to climate action work.

The Comprehensive Climate Action Plan update was presented.

7.03 Legislative update

[25-327](#)

Attachments: [Memo - Legislative update](#)

Kasia Hart provided a legislative update following the conclusion of the Illinois General Assembly's fall veto session. She highlighted the passage of Senate Bill 2111, the Comprehensive Transit Funding and Reform Package, which authorizes nearly \$1.5 billion for transit operations and capital, preventing service cuts and layoffs.

Kasia Hart reported that the bill establishes the Northern Illinois Transit Authority (NITA), governed by a 20-member board appointed by the Governor, Mayor of Chicago, Cook County Board President, and collar county leadership. To support coordination, many NITA board members will also serve on the CTA, Metra, and Pace boards. NITA's responsibilities will include regional fare policy, integrated fare collection, and development of service and capital planning standards.

Kasia Hart outlined the bill's funding sources: a 0.25% RTA sales tax increase; dedication of sales tax on motor fuel to transit operations (estimated at \$860 million, with 85% to northeastern Illinois); and dedication of road fund interest to transit capital (approximately \$200 million, allocated 90-10 between northeastern Illinois and downstate). Tollway tolls will also increase, with revenues applied to the Tollway's capital program.

She noted system improvement provisions, including new transit safety measures such as a NITA Law Enforcement Task Force led by the Cook County Sheriff's Office, a new Office of Transit Safety and Experience, and a Transit Ambassadors program. Additional coordination initiatives include a transit integration policy committee at IDOT and a third-party assessment of regional dial-a-ride coordination.

Transit-supportive development provisions authorize NITA to acquire and sell property in compliance with local land use regulations and require development of a transit-supportive development inventory, which may be delegated to the region's MPO. The bill also eliminates minimum parking requirements near transit hubs and corridors.

Kasia Hart noted the bill's effective date of June 1, 2026, with board appointments due within 120 days. She emphasized the significant work ahead to stand up the new agency, ensure policy alignment, and support a smooth transition toward a more coordinated, accessible, and affordable transit system. CMAP is assessing its role in implementation and will continue providing updates.

Kasia Hart also reported on the passage of the Clean and Reliable Grid Act, an energy omnibus bill supporting CEJA implementation. The bill establishes incentives for battery storage, new utility efficiency requirements, lifts the moratorium on large-scale nuclear construction, and grants the ICC new integrated resource planning authority. Staff are reviewing both major bills to understand their regional impacts.

Kasia Hart concluded by noting that the Governor has not yet signed either bill and that the General Assembly will reconvene in mid-January.

Board members discussed last-minute legislative changes to TOD provisions that preserved municipal control over land use and approvals. Members also raised questions about whether new state energy

legislation limits local authority to regulate solar facility siting; staff will review the statutory language and provide clarification.

The legislative update was presented.

8.0 Other Business

There was no other business before the CMAP Board.

9.0 Public Comment

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

Garland Armstrong, former Illinois resident, commended CMAP and partners for passage of the transit bill and emphasized the importance of making information accessible to people with disabilities and non-English speakers. He also raised concerns about uneven sidewalks in various municipalities and urged attention to sidewalk safety.

10.0 Next Meeting

The next meeting is scheduled for January 14, 2026.

11.0 Adjournment

A motion was made by Member Richard Reinbold, seconded by Member Paul Hoefert, to adjourn the meeting. The motion carried by the following vote:

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

Absent: John Noak

Non-Voting: Kouros Mohammadian

Absent (NV): Leanne Redden

The meeting was adjourned at 10:38 a.m.

Minutes prepared by Maren Lutterbach



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

MEMORANDUM

To: CMAP Board of Directors

From: Vas Boykovskyy, Deputy of Finance

Date: January 14, 2026

Subject: Revised Line of Credit (LOC) policy and borrowing controls

Action Requested: Approval

Background

On November 12, 2025, the Chicago Metropolitan Agency for Planning (“CMAP”) requested approval for the establishment of a five-million-dollar (\$5,000,000) line of credit (“LOC”) with BMO Bank N.A., together with the adoption of a LOC policy establishing a framework for short-term borrowing to support CMAP’s operational needs.

The Board of Directors has authorized the establishment of a LOC for organizational purposes and desires to adopt appropriate controls governing any borrowing under such LOC.

Resolution

CMAP’s counsel has assisted with implementing revisions to the LOC policy, as set forth below:

1. Section III - Credit Limits and Terms

Added subsection C to require advance Board notice prior to any borrowing under the LOC:

“No funds may be borrowed pursuant to a line of credit unless the Executive Director provides written notice to the Board, delivered via email, at least forty-eight (48) hours in advance, specifying (1) the expected amount to be borrowed, and (2) the intended use and purpose of the borrowed funds.”

2. Section IV - Monitoring and Reporting

Revised the reporting requirement from quarterly reporting to reporting at every Board meeting, as follows:

“CMAP staff must regularly monitor the line of credit, reviewing outstanding balances and payment activity, and must provide updated reports to the Board at every Board meeting.”

Attachments

Attachment 1: CMAP LOC Policy – Revised

ACTION REQUESTED: Approval

Chicago Metropolitan Agency for Planning

Line of Credit Policy

I. Purpose

The Chicago Metropolitan Agency for Planning (“CMAP”) is funded through federal, state, local, and philanthropic sources, in accordance with the Regional Planning Act. 70 ILCS 1707/62. On occasion, funding for CMAP is delayed, which puts a financial strain on daily operating expenses. The CMAP Board has determined it is in the best interests to authorize the Executive Director to establish a line of credit, to allow CMAP to access funds on an as-needed and short-term basis to finance certain needs, all as set forth in this Policy. The purpose of this Policy is to provide a framework for CMAP to access and manage a line of credit to ensure responsible borrowing and repayment.

II. Scope

The Executive Director may, at their discretion, establish a line of credit at a financial institution. The process for selecting a lender must include comparing various financial institutions for interest rates and fees, loan terms, and flexibility.

III. Credit Limits and Terms

- A. The maximum amount that may be borrowed pursuant to a line of credit at any one time may not exceed \$5,000,000.
- B. The line of credit may only be used for payment of: (i) payroll expenses, personnel expenses, consultant expenses, and any other operational expenses necessary for daily CMAP operations, including, but not limited to, utility bills, maintenance expenses, and rent payments; and (ii) unforeseen emergencies.
- C. No funds may be borrowed pursuant to a line of credit unless the Executive Director provides written notice to the Board, delivered via email, at least forty-eight (48) hours in advance, specifying (1) the expected amount to be borrowed, and (2) the intended use and purpose of the borrowed funds.
- D. CMAP staff must pay off the line of credit as soon as possible, to ensure that the least amount of interest is incurred on borrowed funds.

IV. Monitoring and Reporting

CMAP staff must regularly monitor the line of credit, reviewing outstanding balances and payment activity, and must provide updated reports to the Board at every Board meeting.



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

MEMORANDUM

To: CMAP Board

From: CMAP Transportation, Research, Analysis & Programming (RAP) division

Date: January 14, 2025

Subject: ON TO 2050/2023-2028 TIP Conformity Analysis & TIP Amendment 26-03

Action Requested: Approval

Purpose

In accordance with CMAP's established Conformity process (see [Conformity FAQs](#) for more information), CMAP staff asked programmers to submit changes, additions, or deletions to projects that are currently included in or are being submitted for inclusion in the ON TO 2050/2023-2028 TIP that are Not Exempt from air quality emissions analysis and are thus required to being included in the regional emissions analysis. In response, programmers submitted two new Not Exempt projects and conformity changes to eight existing projects, as part of formal conformity amendment 26-03.

The Transportation Improvement Program (TIP) is required under federal regulations to be both fiscally constrained and conformed. As a Metropolitan Planning Organization (MPO), CMAP is responsible for ensuring that the TIP is fiscally constrained by determining that sufficient resources will be available to construct projects shown in the TIP. These types of projects are included in the conformity analysis because funding for phases beyond preliminary engineering has been identified in the TIP or within the planning horizon of ON TO 2050. Not Exempt projects with only preliminary engineering funding and exempt tested projects are excluded from conformity analysis. Transportation Conformity is a requirement of the Clean Air Act section 176(c).

Details of the submittals and results of the emissions analysis are provided below. By approving the ON TO 2050/2023-2028 TIP Conformity Analysis & TIP Amendment 26-03, the MPO Policy Committee has determined that with these new projects and the conformity related changes for the existing projects, the TIP remains fiscally constrained and conformed.

Conformity Amendment 26-03

New Not Exempt projects to be conformed:

- [09-26-0001](#), Randall Rd at I-90 Improvement
This new project will be increasing the number of through lanes in each direction from 2 to 3 on Randall Rd from Capital St to Carrington Dr. This project also includes reconfiguring the interchange of Randall Rd and I-90 to include a new ramp from SB Randall Rd to EB I-90 along with a reconfiguration of the existing interchange to reduce the number of left turns movements at Randall Rd and I-90.
- [12-26-0005](#), Weber Road: Airport Road to 135th Street
This new project will be increasing the number of through lanes in each direction from 2 to 3 on Weber Rd from Airport Rd to 135th St.

Existing Not Exempt TIP projects with conformity changes:

- [06-24-0032](#), Intersection Safety and Shared-Use Path Improvements, Lemont Street at Bluff Road and Old Lemont Road
The conformity change is to modify the project scope to include new traffic signals on Lemont Road at Bluff Road and at Old Lemont Road.
- [07-24-0007](#), North and South Orchard Dr Road Improvement
The conformity change is to modify the project scope to remove a through lane in each direction on Orchard Rd from Indianwood Blvd to Lakewood Blvd, which will result in the number of through lanes being reduced from 2 to 1 in each direction.
- [09-23-0024](#), Galligan Rd from Freeman Rd to Binnie Rd
This project previously was conformed to include the addition of new traffic signals at two locations. The scope has changed, and roundabouts will be installed instead of traffic signals. The conformity change is removing the new traffic signals from the modeled network. This change will also result in the project being reclassified from a Not Exempt project to an Exempt project.
- [10-01-0022](#), IL 22 (Lake Zurich Rd) from Quentin Rd to W of IL 83
The conformity change is to change the anticipated completion date for the project from 2031-35 to 2027-30. This requires the project to be included in the emissions analysis for 2030 and not 2035, which it previously had been.
- [10-09-0037](#) US 41 (Skokie Hwy) from Quassey Ave to 0.5 Miles S. of IL 176
The conformity change is to change the anticipated completion date for the project from 2027-30 to 2031-35. This requires the project to be included in the emissions analysis for 2035 and not 2030, which it previously had been.

- [10-94-0007](#), US 45 (Lake Ave) from Rollins Rd to Washington St and US 45 from Washington St to N of IL 120.
The conformity change is to change the anticipated completion date for the project from 2027-30 to 2031-35. This requires the project to be included in the emissions analysis for 2035 and not 2030, which it previously had been.
- [12-16-0027](#), I-55 @ Ill 129, Ill 129 to Lorenzo Rd, I-55 Frontage Rds: Kavanaugh Rd to Lorenzo Rd & at Lorenzo Rd. - RSP 34.
The conformity change is to modify the project scope to include new traffic signals at 4 locations: SB exit ramp and IL 129, NB exit ramp and IL 129, Lorenzo Rd and I-55, and IL-129 and Strip Mine Rd.
- [12-18-0019](#), I-55 - I-80 to US 52 (Jefferson St) and @ ILL 59; US 52 Jefferson St - River Rd to Houbolt Rd - RSP A4.
This project has multiple segments. Each segment has a completion date associated with it. The conformity change is to change the completion date for the US 52 (Jefferson Rd) from River Rd to Houbolt Rd segment from 2027-30 to 2031-35. This segment will now be included in emissions analysis for 2035 and not 2030 which it previously had been.

CMAP's [eTIP public website](#) displays information about projects in the TIP. Projects submitted and analyzed as part of the conformity amendment can also be viewed on the public website under PLAN REVISIONS, by clicking on amendment [CMAP/TIP 2026-2030/ 26-03 \(Conformity Formal\)](#)

Emissions modeling

The two new projects and changes to existing projects were included in CMAP's regional emissions analysis. The regional travel demand model was run using the updated networks. The resultant vehicle miles traveled (VMT) by vehicle class, speed, time of day, and facility type were entered into U.S. Environmental Protection Agency's (U.S. EPA) MOVES4 model for emissions modeling.

The Chicago Nonattainment area is within the CMAP region and is classified as Serious Nonattainment for Ozone. Ozone is a gas that is formed by the reaction of Volatile Organic Compounds (VOC) and Oxides of Nitrogen (NO_x) in the atmosphere in the presence of sunlight (VOC and NO_x are referred to as ozone precursors). Illinois EPA has an approved State Implementation Plan (SIP) to reduce Ozone levels in the CMAP region to meet the current National Ambient Air Quality Standards (NAAQS). The SIP has emissions budgets including the Motor Vehicle Emissions budget (MVEB) for VOC and NO_x that CMAP needs to demonstrate conformity to. The MVEB for the NEIL nonattainment area for 2035 and beyond are from the federal register notice on May 20, 2022 (87 FR 30828) and is part of the 2008 ozone maintenance SIP that was approved in that noticed by U.S. EPA. The result is that the MVEB changes to 65 tons/day of VOCs and 110 tons/day of NO_x in 2035. Prior year MVEBs remain unchanged. Using MOVES4, CMAP modeled on-road emission estimates for ozone precursors

VOC and NO_x in each analysis year were produced. The emission analysis shown in the table below demonstrates that FFY 2025-2029 TIP and the ON TO 2050 plan conform to the Motor Vehicle Emissions Budget for volatile organic compounds (VOC) and nitrogen oxides (NO_x) as required.

VOC and NO_x Emissions in Tons per Summer Day for Ozone Conformity

Year	Volatile Organic Compounds		Nitrogen Oxides	
	Northeastern Illinois	SIP Budget	Northeastern Illinois	SIP Budget
2025	56.49	60.13	130.29	150.27
2030	45.56	60.13	73.06	150.27
2035	39.12	65.00	46.36	110.00
2040	34.10	65.00	37.05	110.00
2050	28.10	65.00	33.55	110.00

Conformity is demonstrated by comparison of analysis year emissions to the SIP budgets

Notes:

Off-model benefits are not included in the total emissions estimates.

Results updated as of November 2025.

ACTION REQUESTED: Approval



MEMORANDUM

To: CMAP Board

From: CMAP Regional Policy and Implementation (RPI) division

Date: December 19, 2025

Subject: 2026 Roadway Safety Performance Targets

Purpose: Staff will summarize the proposed 2026 highway safety targets and request concurrence from the Board.

Action Requested: Concurrence

Under [federal law](#), state departments of transportation (DOTs) and metropolitan planning organizations (MPOs) are required to establish annual roadway safety targets on all public roads for the following metrics:

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

MPOs have the option of either supporting their respective state's roadway safety targets or identifying their own regional roadway safety targets for any or all individual measures. In either case, MPOs must identify targets no later than 180 days past the setting of state safety targets, or by February 27, 2026, for the 2026 annual targets. Since the federal law's passage in 2018, CMAP has supported the state's safety targets, which is common practice among U.S. MPOs.

ON TO 2050 reinforces CMAP's commitment to [reducing regional traffic fatalities to zero by 2050](#). In support of this, CMAP has expanded its safety work to include the policy-focused Safe Systems Program which seeks to address systemic concerns with traffic safety and mobility for all modes of travel. In May of this year, the CMAP MPO Policy Committee adopted the [Safe Travel for All Plan](#), which is comprised of [six county safety action plans](#) that frame the on-going safety needs in the region. The county-specific plans feature a robust safety analysis, identify high-injury networks, and craft an inventory of existing and recommended policies to advance each county's safety goals. The adoption of the Safe Travel for All Plan qualifies partners across

the region to apply for federal funding from USDOT’s [Safe Streets and Roads for All](#) grant program, and many have already applied.

Staff are in the process of summarizing the findings from the six county safety action plans and will work with partners to assess the opportunity for setting regional safety targets that reflect the goals and action items identified in the county safety action plans. This work will be done in alignment with the Regional Transportation Plan (RTP).

For 2026, CMAP staff recommends that this committee support IDOT’s 2026 roadway safety targets, which are shared below. CMAP support of these targets indicates a commitment to integrate the targets as goals into CMAP projects and programs, to help meet the State’s targets. CMAP will continue to do this by prioritizing projects that improve safety and working with local partners on projects, policies, and funding initiatives that improve safety outcomes for residents in our region, as described above.

Staff requests that the Board concur with the MPO Policy Committee’s approval of IDOT’s 2026 highway safety targets, (see Table 2 below).

Roadway safety targets trends and target performance

Each year the FHWA evaluates whether states have met, or made significant progress toward meeting, their safety targets. FHWA considers a state to have met their targets if at least four of the five targets are achieved. FHWA considers a state to have ‘made significant progress’ if their outcome metric was better than the baseline, which is the five-year average ending with the year prior to the establishment of the safety targets. The current annual performance trend and the five annual assessments of IDOT by FHWA are shown in table 1 below.

Table 1. IDOT Safety Performance Target Assessment Summary, 2018 – 2022

Performance Measure	2019 Target	2020 Target	2021 Target	2022 Target	2023 Target
Fatalities	No	No	No	No	No
Fatality Rate	No	No	No	No	No
Serious Injuries	Yes	Yes	Yes	Yes	Yes
Serious Injury Rate	Yes	Yes	Yes	Yes	Yes
Non-motorized Fatalities and Serious Injuries	No	No (better than baseline)	Yes	Yes	No

For 2019 through 2023, the state achieved its targets related to serious injuries. The state achieved the target for non-motorized fatalities and serious injuries in 2021 and 2022. The state neither met nor made significant progress towards the two fatality performance targets: number of fatalities and rate of fatalities. Because the state did not meet or make significant progress on at least four of the five targets, IDOT will be required to use all Highway Safety Improvement Program (HSIP) funds for only safety projects and must also develop a HSIP Implementation Plan.

The number of traffic fatalities in Illinois continues to be a grave concern. Consistent with national trends, statewide traffic fatalities began to trend upward in 2014, followed by a spike

during the COVID-19 pandemic. While fatalities have been decreasing since the 2021 record high, they continue to be above pre-pandemic levels, and the five-year average still trends upward. There is an urgent need to identify and execute transformative actions to reduce the number of fatalities, ultimately to zero.

IDOT 2026 safety performance targets

IDOT uses two different methods of setting targets, depending on the recent trend of the performance measure. For 2026, IDOT's targets for both fatalities and rate of fatalities are determined using a policy-based two percent annual reduction in the five-year rolling average. This target reflects IDOT's commitment to reversing the upward trend. The targets for serious injuries and rate of serious injuries are set using an ordinary-least-squares (OLS) trendline method because these measures are trending downward, as desired. For non-motorized fatalities and serious injuries, a combined method was used; a policy-based reduction for fatalities and a trendline method for serious injuries, which were added to create the 2026 target. For each measure, IDOT uses the method that results in the greatest decrease in the 5-year average. IDOT's statewide safety targets and the rolling five-year averages are shown in table 2.

Table 2. IDOT 2026 Statewide Safety Performance Targets

Performance Measure	Base Years (5 Year Average)					Target
	2018	2019	2020	2021	2022	2026
Fatalities	1,025.0	1,042.0	1,081.0	1,132.2	1,168.2	1077.5
Fatality rate	0.960	0.972	1.036	1.108	1.151	1.061
Serious injuries	11,967.2	11,566.8	10,713.4	10,251.6	9,618.4	7215.5
Serious injury rate	11.222	10.795	10.177	9.923	9.401	7.595
Non-motorized fatalities and serious injuries	1,561.8	1,584.0	1,492.0	1,496.8	1,459.4	1289.3

Next steps

Following concurrence from the CMAP Board, the 2026 highway safety target approval process is complete.

ACTION REQUESTED: Concurrence



MEMORANDUM

To: CMAP Board

From: Erin Aleman, CMAP Executive Director

Date: December 18, 2025

Subject: 2025 CMAP Annual Report

Action Requested: Information

Purpose

This 2025 Annual Report highlights how CMAP serves northeastern Illinois, its communities, and its people to improve infrastructure, mobility, the environment, economy, and quality of life.

With our partners, CMAP continues to solve for tomorrow – today and is the theme of this year’s report.

The Illinois Regional Planning Act requires CMAP to publish an annual report. We will share this with the Illinois General Assembly and other key stakeholders. Copies will be made available for you to distribute in your communities and to your constituencies.

Attachment: CMAP 2025 Annual Report

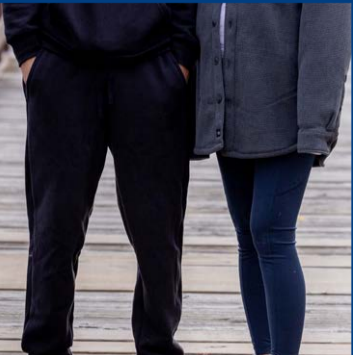
ACTION REQUESTED: Information

2025

CHICAGO METROPOLITAN AGENCY FOR PLANNING

FREE!

SOLVING FOR TOMORROW, TODAY



A LETTER FROM THE CHICAGO METROPOLITAN AGENCY FOR PLANNING

We're proud to present CMAP's 2025 annual report that highlights our achievements from the past year. And what a year it was! For the last two decades, CMAP has worked with our partners across jurisdictions and agencies to solve complex challenges and deliver real results for the people of northeastern Illinois. In this year's report, we'll showcase our history and the significant regional milestones we achieved — *together*.

Illinois approves landmark transit legislation

The General Assembly advanced transformative legislation that delivers on the strong vision put forward in the *Plan of Action for Regional Transit*, including both funding and governance reform. Together with the CMAP Board, MPO Policy Committee, state leaders, transportation partners, advocates, and transit riders, we called for big, bold solutions that will now be realized. This demonstrates the power of regional collaboration and the value in CMAP's data-driven, consensus-based approach to problem solving.

CMAP marks a 20-year milestone and launches the next big plan

We hosted a first-of-its-kind State of the Region event in November to celebrate our 20-year anniversary and kick off *The Century Plan*. Nearly 1,000 people — including state officials, mayors, and county board chairs, along with transportation, business, and civic stakeholders — attended and praised it as an inspiring, catalytic, and creative experience.

Solving for tomorrow, today

The Century Plan will be a long-term, overarching vision for the seven-county region that will guide policies for transportation, the environment, and the economy for decades into the future. It will serve as our north star, defining what we must do together and why it matters, while providing policy guidance on how we get there. We will need to build consensus and secure bold commitments on a path for the next 20 to 30 years.

In the coming year, CMAP will engage with government, business, and civic groups, along with residents and communities, to develop the plan, with a targeted adoption by the CMAP Board and the MPO Policy Committee in fall 2027. *The Century Plan* is not just CMAP's — it's everyone's plan for a better, stronger northeastern Illinois. You're invited to join us on this formative journey to shape the future.

These are just a few examples of how CMAP is continuing its 20-year legacy of excellence and service to this region. We are excited to share more about our accomplishments in this annual report, none of which would be possible without the commitment and support from our board, committees, team members, and partners throughout northeastern Illinois.



Erin Aleman
CMAP Executive Director



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

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Vision

An inclusive and thriving region.



Mission

To serve the people of the region by driving innovation, fostering shared action, and advancing toward a common vision.



Who we are

CMAP is a federally designated metropolitan planning organization (MPO) responsible for developing the region's long-range comprehensive plan and planning and programming federal transportation dollars through a collaborative process. As the state-authorized regional planning agency for northeastern Illinois, CMAP is also responsible for managing an integrated land use and transportation planning process.

CMAP is governed by a board comprised of 18 members appointed to represent Chicago, Cook County, and the collar counties. There are 15 voting and 3 non-voting members. The Board approves the annual budget and work plan and provides operational oversight. CMAP also has several committees that advise and inform its work, in alignment with a strategic direction and long-range plan.

CMAP serves 8.6 million residents in more than 284 municipalities across 7 counties

Collaborate and convene

- Facilitate dialogue with government partners, community organizations, stakeholders, and the public
- Inform and engage diverse audiences in planning, consensus building, and decision making
- Work on behalf of and alongside our partners to implement ON TO 2050

Deliver data

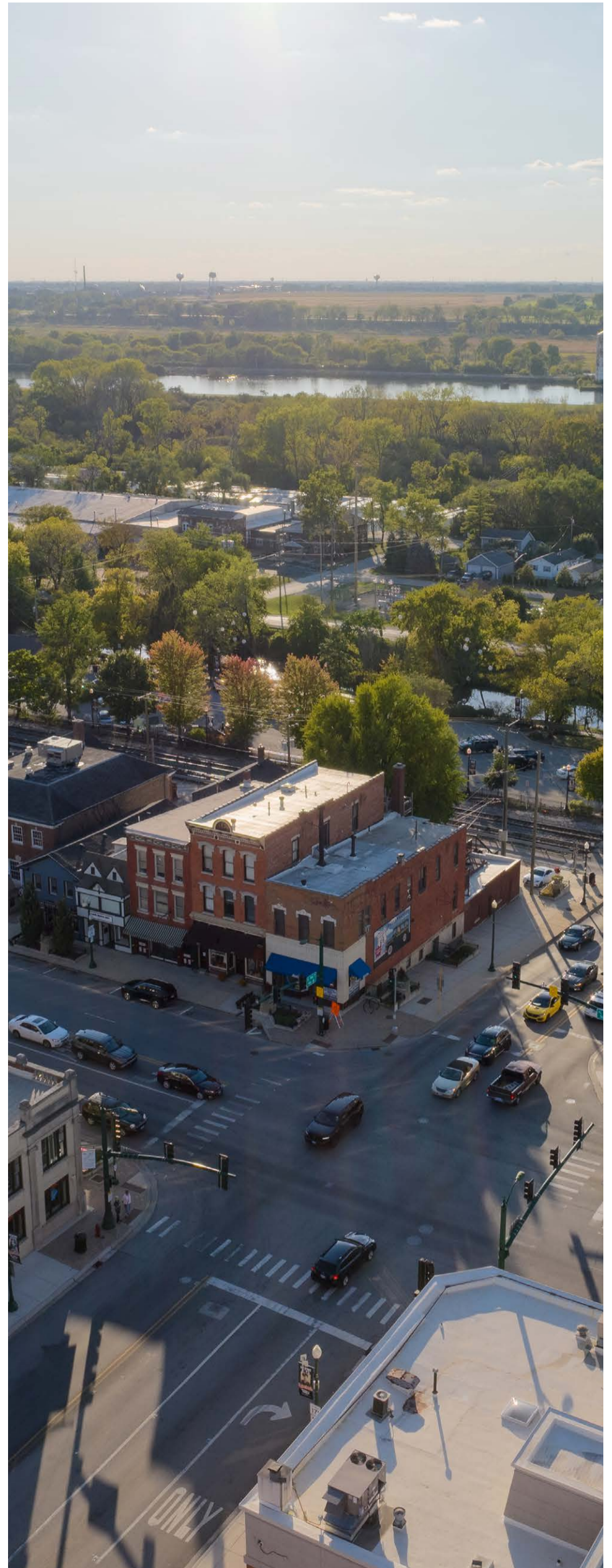
- Inform and shape policy through data research and analysis
- Serve as the region's authoritative data source
- Use data to assess complex regional issues related to travel, land use, and policy

Plan regionally and locally

- Develop ON TO 2050 and coordinate implementation
- Strengthen communities through direct assistance, training, and resources

Prioritize and program

- Evaluate, manage, and distribute federal transportation funds





State of the Region event brings together leaders and stakeholders to launch *The Century Plan*

The father of urban planning and co-author of the visionary 1909 *Plan of Chicago*, Daniel Burnham, famously said, “Make no little plans.” A century later, regional leaders are embarking on the next BIG plan for the region.

Nearly 1,000 people attended the first-of-its kind State of the Region event to kick off *The Century Plan* and celebrate CMAP’s 20th anniversary. The event featured visual exhibits illustrating the agency’s history and milestones. Entertainment included a mentalist, drum line, hoop dancer, and mariachi band. Attendees also got a first look at data trends that will help drive conversations around key quality of life issues. We’re grateful to our guests and generous sponsors for an extraordinary and inspirational evening.



CMAP facilitates this planning process on behalf of the region, but this is not CMAP’s plan — it is everyone’s plan for a better, stronger northeastern Illinois. Building on Burnham’s legacy, we will develop an inspirational and transformative vision for the future — a plan for the region, by the region.

Erin Aleman
CMAP Executive Director

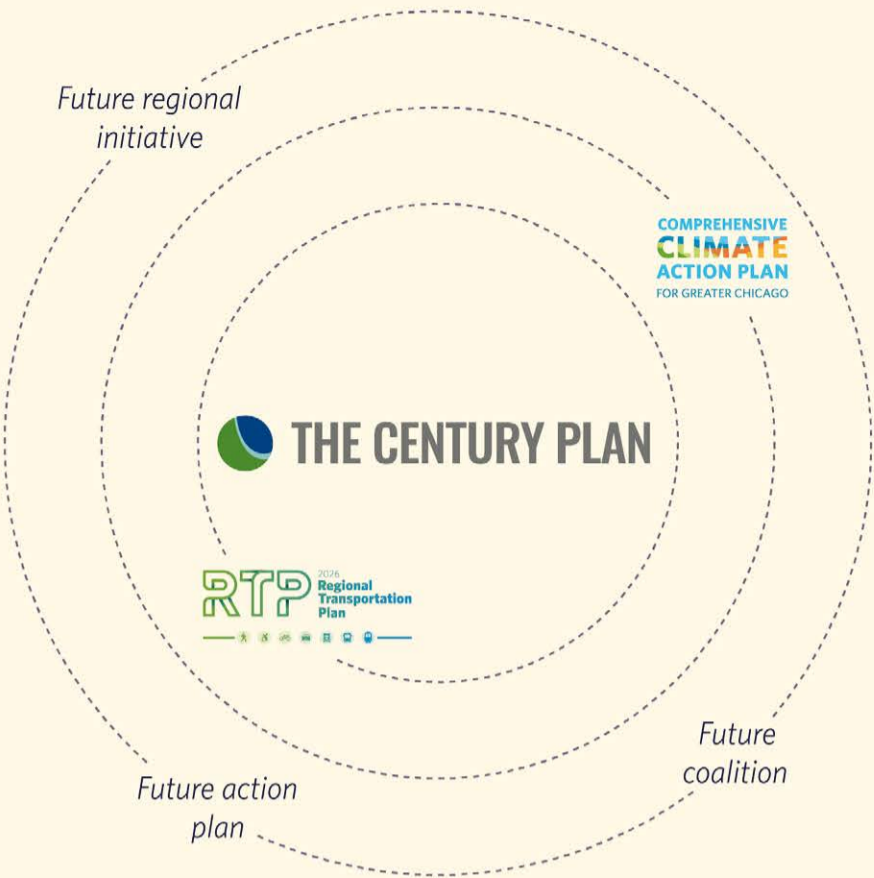


Shaping *The Century Plan*

How will transportation evolve over the next several decades? Where will people live and work? What new industries will emerge? How can we anticipate big challenges and seize new opportunities? And what ideas, policies, and commitments do we need to provide the best quality of life for our 8 million residents and to position ourselves as a top-tier metropolitan area in a highly competitive global economy?

The *Century Plan* is a long-term vision for a better, stronger future for northeastern Illinois, guiding policies for transportation, the environment, and the economy for decades to come. Along with its affiliated plans (the *Regional Transportation Plan* and the *Comprehensive Climate Action Plan for Greater Chicago*), it will replace ON TO 2050 over time and collectively serve as the region’s comprehensive plan.

Over the next two years, CMAP will engage with government, business, and civic groups, as well as residents and communities, to discuss major challenges and opportunities facing the region. There will be plenty of opportunities to participate in meetings and build consensus, to secure bold commitments for the next 20 to 30 years. The CMAP Board and the MPO Policy Committee will take action on the plan in fall 2027. Visit cmap.is/the-century-plan to learn more and engage with us.




Advancing the region’s next long-range transportation plan

CMAP is developing the 2026 *Regional Transportation Plan* (RTP) for northeastern Illinois. While historically embedded within ON TO 2050, this new 2026 RTP will be released as a standalone plan that serves as the long-term blueprint for the region’s transportation system, guiding decision making and infrastructure investments over the next two decades and beyond.

Throughout 2025, CMAP deepened its engagement with partners and the public to ensure that the plan reflects the region’s needs and aspirations. The RTP is being developed through collaboration with local governments, transportation stakeholders, community organizations, and the public, and is informed by technical analysis, policy research, and extensive outreach. It seeks to answer three key questions: *What transportation system does the region want? What challenges and opportunities will shape that vision? And how will northeastern Illinois implement the system it needs for the future?*

Once adopted, the final plan will outline a shared, consensus-based strategy for investing in projects, policies, and practices that achieve the region’s vision for a multimodal transportation system — including transit, highway, freight, bicycle, pedestrian, and accessible transportation — through 2050 and beyond. Plan approval is targeted for fall 2026. Learn more at cmap.is/rtp.



I’m the founder of *Finding Justice*, a flower and vegetable garden in West Garfield Park. I live four blocks away from the farm. I often walk from my home to the farm and I feel safe. I use the Green Line to travel from my home to downtown. It’s a short eight-minute walk and one direct train gets me where I need to go. Using the train contributes positively to my quality of life because whenever I have business downtown, I don’t have to worry about finding parking.

LaShawn Miller
Founder and Owner, Finding Justice



Advancing climate action in Greater Chicago

CMAP partnered with the Metropolitan Mayors Caucus, Northwestern Indiana Regional Planning Commission, and stakeholders across the region to create the *Comprehensive Climate Action Plan for Greater Chicago*. Funded through the U.S. Environmental Protection Agency’s Climate Pollution Reduction Grant program, this plan will identify solutions to address all the significant sources of greenhouse gas emissions in the three-state region (which includes nine counties in Illinois, three in Indiana, and one in Wisconsin).

In 2025, the team identified emissions reduction strategies, modeled their effects on the region’s emissions and communities, vetted those results with working groups, conducted public engagement, and drafted the plan. We’re looking forward to sharing the plan with the region in early 2026! Learn more at cmap.is/ccap.



For this plan to work, it needs to be both ambitious and implementable. We focused on identifying specific actions local governments and regional partners can realistically advance. And we centered the plan around the benefits people care about: cleaner air, healthier communities, future energy cost savings, and strong workforce and economic opportunities.

Carolyn Schofield
CMAP Board Representative, Comprehensive Climate Action Plan Steering Committee

PASSION AND EXCELLENCE

From bold leadership and innovative transportation solutions, to accessible engagements and exemplary data and design, we couldn't be prouder of the awards CMAP received this year. These recognitions put a spotlight on some of the agency's extraordinary teams who serve with passion and lead with excellence.



Women's Transportation Seminar

CMAP's *Plan of Action for Regional Transit* received the Innovative Transportation Solutions Award, which recognizes the creative work of an outstanding and innovative transportation project or service that improves the quality of life for its users and the community.



Civic Federation in partnership with Motorola Solutions Foundation

CMAP's Executive Director Erin Aleman received the Motorola Solutions Foundation Excellence in Public Service Award, which recognizes her leadership in addressing the state of the mass transit system in Illinois.



I'm very grateful that the Civic Federation takes it upon itself to honor people who are in public service. Erin, on the basis of the work that CMAP has done, is deserving... she's been doing the difficult work of trying to bring people together across the region to focus not just on transportation and infrastructure, but on environmental resilience. There's nobody else that's doing that work, so that makes CMAP kind of a unicorn.

Hon. Toni Preckwinkle
President, Cook County Board of Commissioners



3CMA
CMAP's website redesign received a first place Savvy Award and its 2024 annual report received a second place Silver Circle Savvy Award from the nation's premiere network of government communicators, which recognizes the best of the best in communications.



American Planning Association - Illinois Chapter
CMAP's Accessible Public Engagement Training received the Advancing Diversity and Social Change Award, which recognizes outstanding examples of planning work and those who seek to advance the planning profession in Illinois.



American Planning Association
CMAP's Job Quality and Access Tool received the 2025 Innovation in Economic Development Implementation Award, which recognizes innovative projects with real-world impact, community engagement, and advancing equitable planning for stronger economies.

... “
This effort is a win for the planning field at large, equipping practitioners with tools to proactively lower the barrier to participation... The result is a user-friendly resource that is already shaping how agencies approach engagement. This work raises the standard for what inclusive planning can and should look like.

APA-IL Chapter Award Committee
...”

EXPERTS IN THE SPOTLIGHT

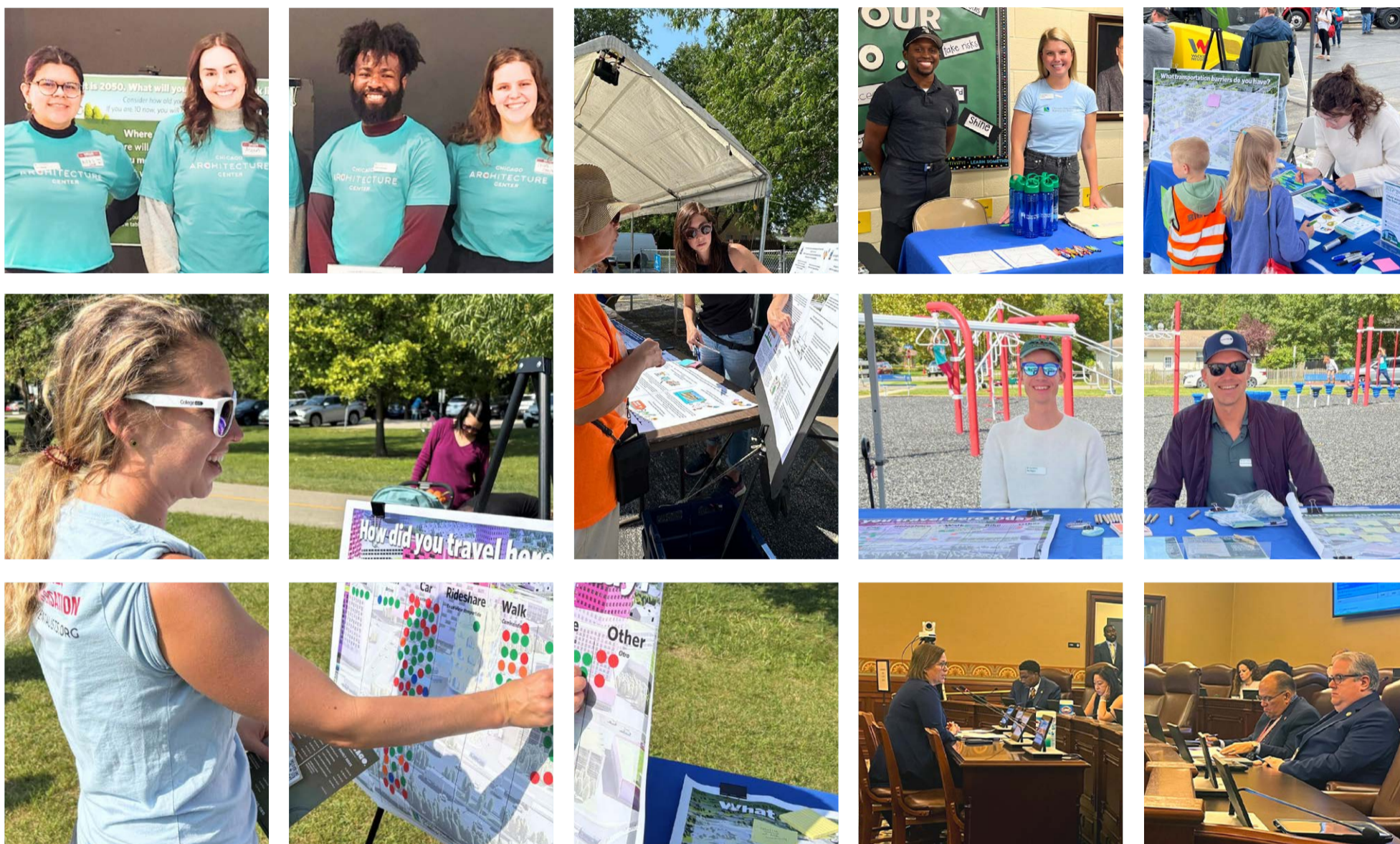
CMAP's subject matter experts are often called upon to share their knowledge, data, and insights. Our team members regularly participate in conferences, serve on panels, and give interviews to the media at local, regional, and national levels.

This year, several CMAP team members presented at the American Planning Association - Illinois Chapter State Conference, bringing planning stories to life with panels on a variety of topics including transit-oriented development, decarbonization, housing, accessibility, community engagement, and more.



DATA AND INFLUENCE

CMAP influences change with the power of data and the stories it tells. We collect, analyze, forecast, and model data. We conduct research and analysis and deliver data, tools, trainings, and studies to inform decision making, shape policy, and drive regional and local action. And we share information and resources to build trust, grow knowledge, and guide change.



New data helps communities make informed housing decisions



Communities now have access to data on housing demand, supply, and affordability. The Local Housing Profiles, published in partnership with the DePaul University Institute for Housing Studies, cover each of the region's 7 counties, 284 municipalities, and 77 Chicago community areas. The profiles are a resource for policymakers, planners, researchers, and residents. Local governments can more effectively plan for ongoing housing development if they have access to reliable, accessible, and usable information on housing market conditions in their communities. Learn more about your community's housing options by visiting cmap.is/housing-profiles.



The Local Housing Profiles are a great resource to understand key information about a community. Thank you Chicago Metropolitan Agency for Planning and the Institute for Housing Studies at DePaul University for this relevant and valuable information.

Consuelo Arguilles

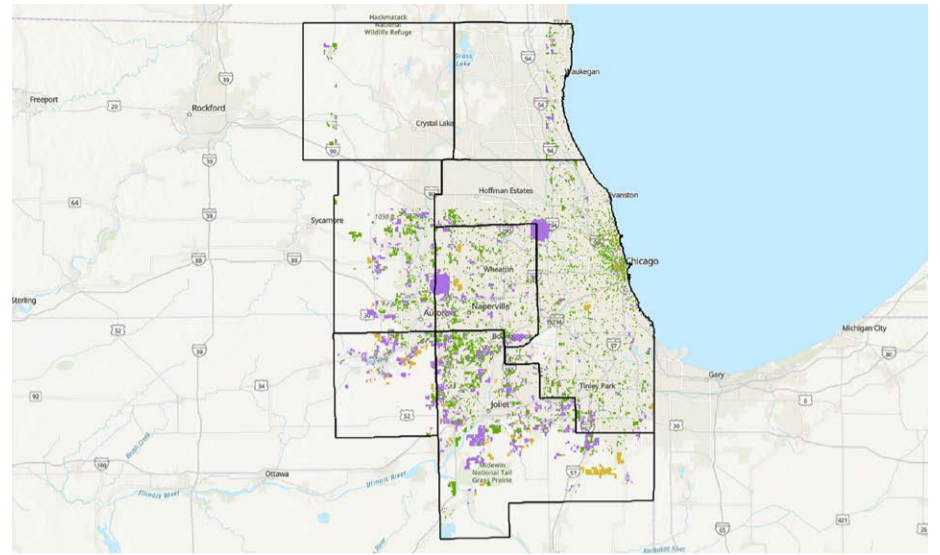
Assistant Director of Community Development,
Village of Addison

Tracking growth and redevelopments with the Northeastern Illinois Development Database

Since 1987, CMAP (and its predecessor agency) has tracked significant developments and redevelopments in the region to inform the local forecast model, which predicts household and job placements.

For the first time this year, CMAP made that data publicly accessible through the Northeastern Illinois Development Database interactive map. Using the map, municipalities can view and submit proposed, in-progress, or completed developments. They also can download the data from the CMAP Data Hub.

Thanks to municipalities around the region, we were able to add more than 400 developments to the database. Learn more about your community's growth and help us accurately represent your community in regional forecasts at cmap.is/NDD.



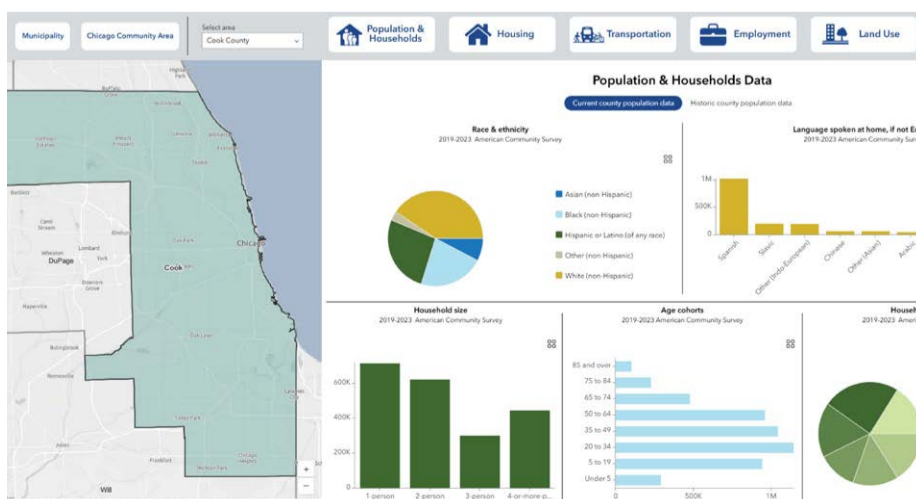
The Northeastern Illinois Development Database map was featured in the [Esri Map Gallery](#), which showcases innovative maps that highlight the powerful capabilities of GIS technology.



CMAP planners George Perkins Anene, Maddy Clowse, and Elizabeth Miller out in the region collecting data and engaging with communities.

Updated Community Data Snapshots include new data on development, demographics, housing, and more

CMAP updated its popular Community Data Snapshots, which summarize demographics, housing, employment, transportation habits, and other key community details for the region's counties and municipalities, as well as Chicago community areas. Significant data updates this year included housing and transportation cost comparisons and annual vehicle miles traveled. More than 23,000 site visitors explored new data on uninsured populations and county-level development, including residential and non-residential space. Learn about your community at cmap.is/CDS.



The Community Data Snapshots help local leaders and the public track progress and make informed decisions in their communities.

STRENGTHENED COMMUNITIES

Stronger communities make for a stronger region. With an emphasis on reinvestment and infrastructure to sustain vibrant communities, we can help the region compete and thrive, while offering residents the chance to improve their quality of life.

For more than a decade, CMAP's technical assistance program has provided planning support to local communities. For those that can't do it on their own, CMAP is happy to help bridge the gap.

This year, the [technical assistance program](#) awarded 30 new projects following a joint call with the Regional Transportation Authority. The selected projects will support Americans with Disabilities Act compliance, bicycle and pedestrian safety, capital improvements, and other local priorities.

CMAP's planning team helped communities across the region advance safer, more connected, and more accessible transportation. From corridor planning in Franklin Park and safety strategies in Cicero, to bike and pedestrian plans in Alsip and Richmond, to ADA transition plans in Hillside and Chicago Heights, to a comprehensive plan in Harvey and a transit coordination study

in northwest Cook County — these efforts reflect our commitment to local priorities and regional progress. Congratulations to our local partners!



CMAP was very creative in working with the village to reach out to Lansing residents through surveys and other 'hands-on' approaches to establish capital proposals that will be included in the village budget and implemented. CMAP's contribution to Lansing's planning efforts can simply not be measured and played a significant role in a very important initiative for the village's board and its residents.

Brian Hanigan

Finance Director, Village of Lansing

ENGAGEMENT AND COLLABORATION

CMAP serves the region's people — who are at the core of our work — by prioritizing connections, engaging meaningfully, and collaborating with partners at all levels. We rely on strong partnerships with our federal, state, and local partners to make northeastern Illinois a stronger, more resilient place to live.

Advocacy agenda details policy positions and priorities that will guide the region

CMAP produces a biennial advocacy agenda that details priorities to help the region address challenges, seize opportunities, and continue to thrive.

For 2025 and 2026, our federal and state legislative priorities include:

- Developing stronger policies that enhance resilience and reduce emissions and congestion
- Increasing opportunities for comprehensive planning and economic development
- Securing a dedicated annual appropriation from the state to support a wider range of technical assistance offerings — the region's cities, villages, and counties will benefit for years to come with a modest investment in CMAP
- Sustainably funding transportation
- And more, with actionable steps, found [in the agenda](#)



CMAP's advocacy agenda offers policy positions and priorities that can help the region address challenges and opportunities at every level of government.

Regional partners collaborate to prioritize transportation investments

CMAP once again collaborated with stakeholders throughout northeastern Illinois to achieve consensus around prioritizing transportation projects for federal investment. The highest priority projects for 2025 and 2026 are reflected in the [Northeastern Illinois Priority Investments booklet](#).

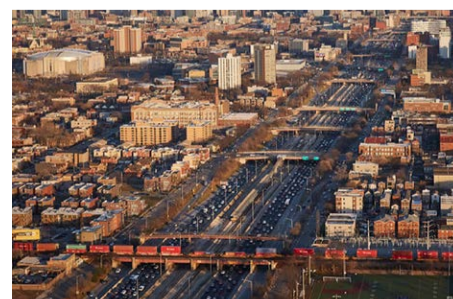
The top three priority investments include:

- Chicago Hub Improvement Program
- I-290 Blue Line Corridor Program
- 75th Street Corridor Improvement Project

Our region is connected and united. Recognizing the transformative impact of federal investments, CMAP stands ready alongside our partners to rebuild and reimagine our infrastructure to be more sustainable, resilient, accessible, and safe.



The Chicago Hub Improvement Program will modernize critical rail infrastructure and revitalize historic Chicago Union Station.



The I-290 Blue Line Program will invest in infrastructure to improve the corridor.



The 75th Street Corridor Project will deliver economic and environmental benefits.



Connecting with local government partners to produce results

To deepen relationships with our government partners, the Local Government Network (LGN) program pairs each of our region's 284 municipalities and 7 counties with a CMAP liaison. This year, the LGN program had 11 successful initiatives that connected communities with funding opportunities, training, and resources.

Northeastern Illinois speaks with one voice

CMAP collaborated with a diverse group of regional transportation implementers, civic and advocacy organizations, and labor partners to develop [One Regional Voice 2025](#), which includes guiding principles for the next federal surface transportation reauthorization legislation. The region is united in its support of a transportation system that works better for everyone, embodies the Safe System Approach, fosters a robust regional economy, and enhances quality of life for residents across northeastern Illinois.

The shared principles include:

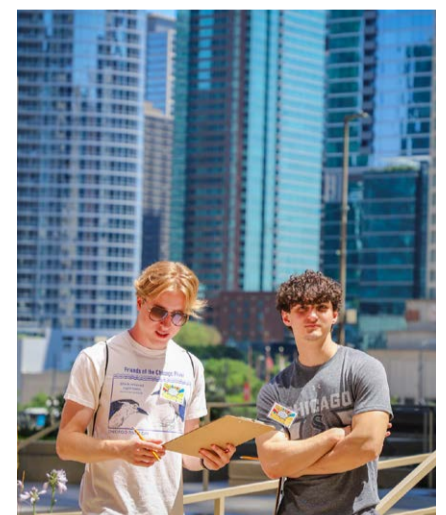
- Efficient public transportation and passenger rail
- Enhanced safety
- Maintained bridges
- Multimodal freight
- Performance-based programming
- Resilient transportation systems
- Robust, durable revenues
- Technological innovation

Future Leaders in Planning marks its 17th year

Crafting the future of the region that we want requires investing in our young leaders today. CMAP continues this commitment through its [Future Leaders in Planning](#) (FLIP) program — going 17 years strong.

This summer, we welcomed 34 high school students from four counties to explore the urban planning field and how it shapes our communities. Students visited the Chicago Architecture Center to learn about how changing needs over time have affected physical infrastructure, as well as Horner Park to explore the Coil Serpent Mound through the lens of art, landscape architecture, and indigenous tradition. They also joined the O'Hare Department of Aviation for an inside look at airfield operations; went to Chinatown and Bronzeville for walking tours with community leaders who shared historic planning practices and present day implications; and toured the Hatchery and surrounding East Garfield Park neighborhood to understand the economic development opportunities this unique space provides.

The students also engaged with CMAP team members to learn about accessibility, communications and engagement, housing, Geographic Information Systems, and scenario planning. Professionals from the American Planning Association - Illinois Chapter met with FLIP students on the last day of the program and guided them through an activity, mapping out potential paths to a career in planning. Each student received a certificate and stipend upon completion of the program.



20 YEARS OF EXCELLENCE AT THE CHICAGO

2007

The Chicago Metropolitan Agency for Planning is created, merging the Chicago Area Transportation Study and the Northeastern Illinois Planning Commission. This new regional government agency works on behalf of the 7 counties (Cook, DuPage, Kane, Kendall, Lake, McHenry, and Will), more than 250 municipalities, and 8.3 million residents of northeastern Illinois.

Randy Blankenhorn is named CMAP's first executive director and serves in this position for nine years.



2008

The Future Leaders in Planning program launches, providing a summer immersion experience for high school students to explore the planning field and how it shapes our communities, as well as connect with experts and changemakers in civic engagement and community development.

2010

The GO TO 2040 regional comprehensive plan is adopted unanimously by leaders from across seven counties in October 2010 after two years of research, policy analysis, and extensive public outreach. It is the first regional plan since Daniel Burnham and Edward H. Bennett published the 1909 *Plan of Chicago* more than a hundred years ago.

CMAP also creates the Technical Assistance program to provide planning support to communities across the region and advance principles of the comprehensive regional plan. Over the next 15 years, the program helps strengthen over 100 municipalities with 370 plans — and counting.



2013

CMAP launches its first public data sharing platform that enables anyone with an internet connection to access high-quality data to inform planning and policy decisions across the region.

2015

Joe Szabo becomes CMAP's second executive director and serves in this position for four years.



2017

A new online version of the Transportation Improvement Program launches, giving partners and the public unprecedented access to real-time transportation funding and implementation details for thousands of transportation projects across the region.

The region agrees to shift to a new data-driven model for the allocation of federal Surface Transportation Program (STP) funding, creating a regional shared fund that encourages strong partnerships and advances projects that local agencies cannot readily fund on their own. The agreement establishes the STP Project Selection Committee to oversee program development and maximize federal funding opportunities.

METROPOLITAN AGENCY FOR PLANNING

2018

ON TO 2050 is adopted by the CMAP Board and MPO Policy Committee. This comprehensive regional plan helps northeastern Illinois' 7 counties and 284 municipalities implement strategies that address transportation, housing, economic development, open space, the environment, and other quality-of-life issues.

ON TO 2050

2019

CMAP earns accolades for its work on the ON TO 2050 plan, receiving the Daniel Burnham Award for Outstanding Comprehensive Plan from the American Planning Association - Illinois Chapter.

Also, Erin Aleman becomes CMAP's executive director. She is the first woman to serve in this role and the first professional planner to lead the agency.



2021

CMAP convenes regional stakeholders and delivers a first-ever consensus list of the region's highest-priority transportation projects. The agency continues to partner with federal leaders and bring the region together to maximize funding opportunities.

The Local Government Network also launches, pairing each of the region's 284 municipalities with a CMAP team member to build stronger relationships and connections with our government partners.

2022

CMAP's Accessible Communities program launches, providing in-person training, guidance, and resources to improve Americans with Disabilities Act compliance throughout the region.

2023

The Greater Chicagoland Economic Partnership launches — set in motion by CMAP, in partnership with the Brookings Institution and the Chicago Community Trust — which leads to a trailblazing regional economic collaboration between the region's counties and the City of Chicago.

CMAP also delivers the *Plan of Action for Regional Transit* to provide big, bold solutions to transform and strengthen northeastern Illinois' transit system.

2024

The region takes meaningful steps toward saving lives on our roadways with the adoption of six countywide safety action plans. The initiative is managed by CMAP and the Illinois Department of Transportation, with federal grant funding from the Safe Streets and Roads for All program.

2025

CMAP celebrates 20 years serving northeastern Illinois!

The Century Plan launches — a vision for our region, by our region — to guide policies for transportation, the environment, and the economy, decades into the future.



THE CENTURY PLAN

A TRANSPORTATION SYSTEM THAT WORKS BETTER FOR EVERYONE

To advance the regional goal of a transportation system that works better for everyone, CMAP allocates federal transportation funds, manages the transportation planning process, develops the long-range transportation plan, and produces the Transportation Improvement Program and the Unified Planning Work Program. We also maintain travel models and data resources to support air quality conformity determinations, transportation analyses, and long- and short-range planning initiatives.



CMAP, elected officials, and transit advocates celebrate the passage of historic legislation strengthening public transit in northeastern Illinois.

It was a landmark year for transit investment and governance reform, marked by one of the most significant milestones for the region's transit system in a generation. In partnership with leaders across the region, CMAP helped shape and advance a comprehensive legislative solution to the looming transit fiscal cliff — an outcome that threatened the stability and reliability of Chicago Transit Authority, Metra, and Pace Suburban Bus service for millions of residents. This effort culminated in the passage of Senate Bill 2111, which will deliver new, sustained operating revenue and essential governance reforms. Beyond the final package, CMAP also released a major analytical contribution this year in the form of *Modernizing Illinois' Sales Tax*, which laid out revenue options as durable mechanisms to support transit, such as expanding the sales tax base to include consumer services.

CMAP served as the region's technical lead and convener, supplying research, financial modeling, scenario analysis, and policy framework that guided partners and informed lawmakers. Staff members testified before

legislative committees, briefed local and regional leaders, published an op-ed, and worked closely with advocates to build consensus around a shared path forward. The passage of SB 2111 is a major achievement not only for transit riders today, but for future generations who rely on an interconnected and resilient system. CMAP's contributions — reflected in the final bill and through proactive work like the sales-tax reform analysis — were instrumental in turning a moment of uncertainty into a moment of progress, ensuring that the region continues advancing toward the goals of ON TO 2050 and the 2026 RTP.

... “
Democrat Ram Villivalam, the state senator who championed the legislation, says it helped that the bill had been rooted in ‘good public policy’ from the beginning with the recommendations from CMAP.

Governing Magazine

..... ”



Governor JB Pritzker signed the Northern Illinois Transit Authority (NITA) Act in December 2025 at Union Station.



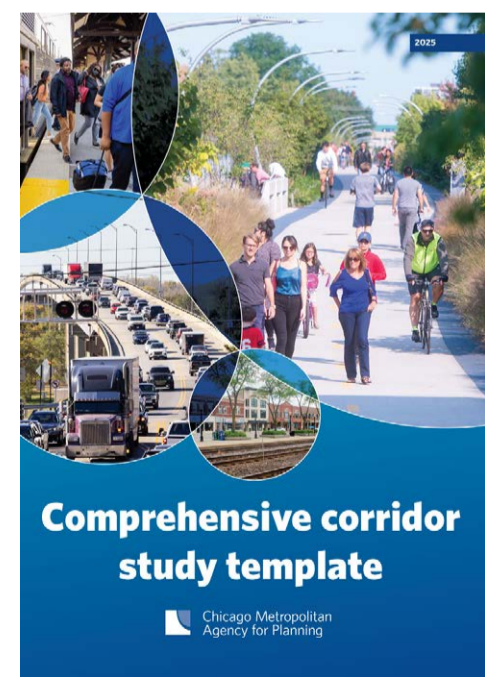
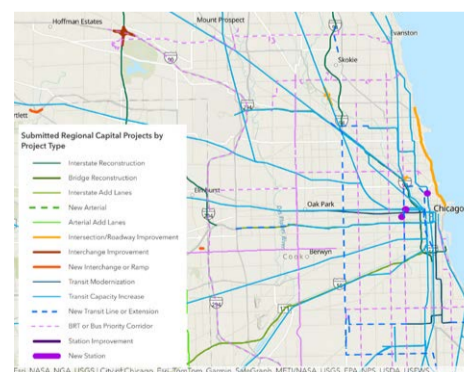
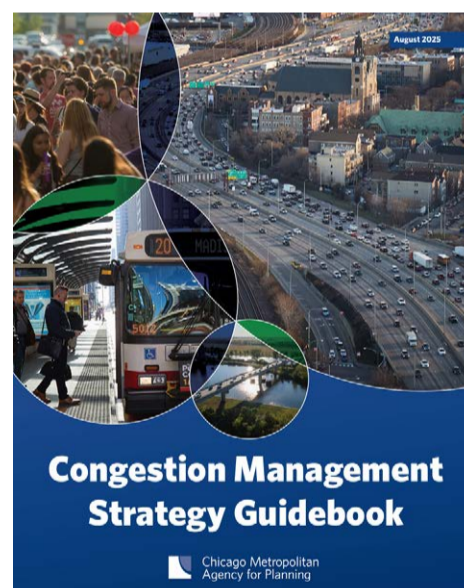
Left to right: State Senator Ram Villivalam, State Representative Eva-Dina Delgado, and Erin Aleman pose with signed NITA Act.

Regional Transportation Plan advances key components

CMAP made significant progress this year in developing the 2026 RTP, moving from foundational work into the production of core plan elements. This work reflects extensive research, technical analysis, partner collaboration, and public engagement across the region.

Major accomplishments include:

- **Congestion management strategy development:** includes the [Congestion Management Strategy Guidebook](#), which provides partners with practical strategies and a Mobility Solution Ladder framework to evaluate and address congestion, and the complementary [Comprehensive Corridor Study Template](#) which supports a consistent, regionwide approach along the most congested and unreliable corridors.
- **Emerging Priorities report:** identifies the issues most likely to shape the region's transportation future — ranging from climate resilience and safety to equitable access, system reliability, demographic shifts, and technological change.
- **Existing Conditions report:** provides a comprehensive picture of today's transportation system performance, detailing conditions across transit, highway, freight, bicycle, pedestrian, and accessible transportation networks. It also documents challenges, opportunities, and cross-cutting trends that will inform strategies and investments in the final plan.
- **Financial plan development:** updates long-term revenue forecasts, system needs assessment, and funding gap evaluations, as well as alternative revenue mechanisms that will help shape the region's broader conversation around long-term transit and transportation funding.
- **Regional capital projects:** reflects major investments with the potential to significantly influence regional mobility, safety, economic competitiveness, and system performance, with updated criteria and evaluation methods developed alongside regional partners.
- **Regional and local socioeconomic forecasts:** calculates population and employment through 2050, powered by the Northeastern Illinois Development Database, which serve as a critical input for travel demand modeling, revenue projections, and long-range scenario planning.



**THANK
YOU**

To the Transportation Committee for their time, energy, and expertise. Your participation this year helped shape, influence, and improve our region, and your commitment to building a better transportation system for everyone is reflected in our many accomplishments.



An ON TO 2050 rendering of a corridor with safety, resilience, and community benefits.

The I-290 Blue Line Corridor project advances

CMAP, the Illinois Department of Transportation, and the Chicago Transit Authority continued their partnership on a unified approach to modernize and advance the I-290 Blue Line Corridor. Through the Corridor Development Office (CDO), the partners launched a Program Governance Structure with working committees and project management tools to engage with stakeholders often, align and streamline work streams across partners, and document key decisions. Working within this framework, the CDO compiled a comprehensive overview of ongoing and proposed projects across the corridor's multiple agencies and jurisdictions and completed a full cost and schedule risk analysis report.

The CDO began discussions with corridor communities to understand what their concerns and hopes are for the future. They also started working with partners to identify options for a feasible and sustainable funding and finance plan for this transformative multimodal program. In the coming year, the CDO will develop a vision that looks past solely transportation solutions to improve mobility, accessibility, and quality of life for residents, motorists, transit riders, and corridor stakeholders.



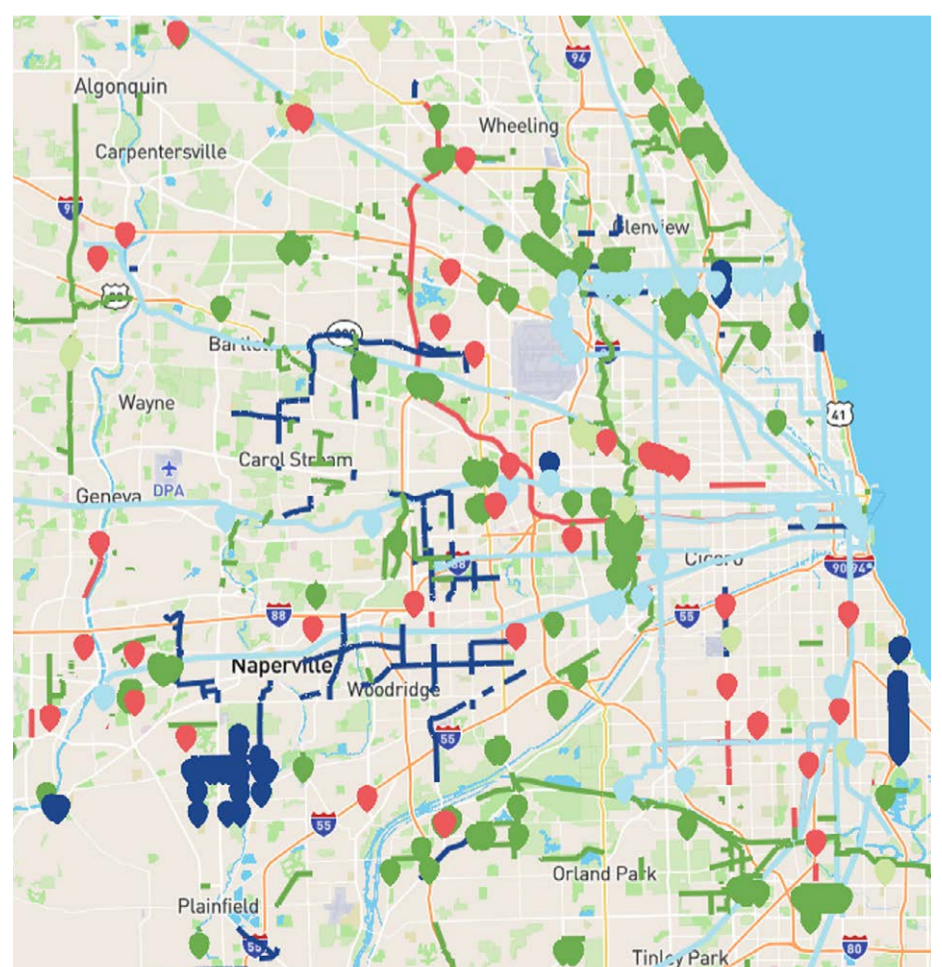
CDO partners strategize and brainstorm a new vision for the corridor.

Region advances 40 projects totaling \$290 million in federal investments

As the metropolitan planning organization for northeastern Illinois, CMAP manages the five-year [Transportation Improvement Program \(TIP\)](#) which includes projects that use federal transportation funds. Those federal programs include the Congestion Mitigation and Air Quality Improvement Program, Surface Transportation Program Shared Fund, and the locally programmed Transportation Alternatives Program. Projects funded under these programs include road maintenance and expansion, capital improvements to transit stations, rail and bus networks, bicycle and pedestrian networks, signal systems, bridge repair, intersection improvements, and more.

In 2025, regional transportation decision-makers approved 40 new projects totaling \$290 million in federal funds that will rebuild roads, bridges, and train stations; add electric locomotives; expand bike and pedestrian facilities; and reduce delays at intersections and railroad crossings across northeastern Illinois.

TIP updates are done in close collaboration with regional transportation partners through a call for projects, an agreed-upon methodology, and evaluation by multi-agency project selection committees. The newly launched [eTip website](#) provides improved access to information about federally funded transportation projects. With an interactive map — and the ability to filter by geography, type, funding, and year — it's easier to see what's happening in your community and across the region.



The new eTip website features an interactive map of projects.

ACCESSIBILITY AND SAFETY

Making travel safer for everyone

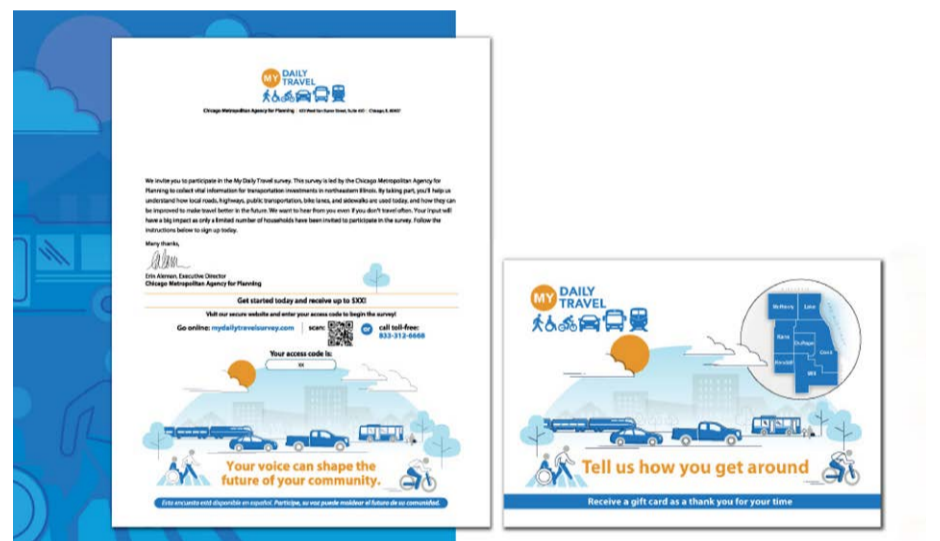
A first-of-its-kind regional safety initiative achieved a major milestone with the adoption of countywide safety action plans for Cook, DuPage, Kane, Lake, McHenry, and Will counties. The safety action plans are roadmaps for improving traffic safety by reducing the risk of death and serious injury on roadways throughout the region, particularly for people walking and biking, and for communities with disproportionately high crash rates.

The plans were informed by robust public engagement, including in-person events as well as an interactive online platform where 3,000 people identified more than 4,500 safety hot spots in their communities. With the plans adopted, participating counties and local governments are eligible to apply for federal implementation funding.



My Daily Travel survey completes first phase

CMAP reached a major milestone as Phase 1 of the My Daily Travel household survey wrapped up. Thousands of residents across all seven counties provided insights into their daily travel patterns, helping CMAP begin to assemble one of the most comprehensive travel behavior datasets in the region. The goal is to get a complete picture of regional transportation patterns to understand how people use highways, public transit, bike lanes, and sidewalk today — and how they can be improved to make travel better in the future. This information will support the agency's travel demand model, analysis for the 2026 RTP, and future transportation investment decisions.



Examples of the letter and postcard sent to households, inviting them to take the My Daily Travel survey.



Improving accessibility at the local level

CMAP's Accessible Communities program provided direct support to municipalities in the region to improve accessibility and Americans with Disabilities Act (ADA) compliance:

- The Accessible Public Engagement Toolkit was released along with local government training, which covered legal requirements and best practices for in-person and virtual community engagement. This project received the American Planning Association – Illinois Chapter Advancing Diversity and Social Change Award.
- The Regional Mobility Council — a cohort of community-based organizations that functions as an advisory committee — launched, providing feedback and recommendations on CMAP's transportation and mobility work from the perspective of people with disabilities.
- The Regional ADA Coordinators Group continued to connect municipal ADA coordinators in the region with actionable resources and opportunities to learn from each other.
- Communities in the region received direct technical assistance from CMAP to create ADA transition plans for streets, sidewalks, crosswalks, and other public right-of-way areas. Seven plans were completed in 2025, with another five due to wrap in spring 2026. These transition plans will help communities prioritize and plan for accessibility improvements while satisfying ADA compliance requirements.

A REGION THAT MITIGATES AND ADAPTS TO THE IMPACTS OF CLIMATE

To advance the regional goal of mitigating and adapting to the impacts of adverse environmental conditions, CMAP leads collaborative efforts and continues to produce valuable data, analysis, and resources that support local and regional climate action and resilience planning. This includes creating resilient and livable communities by reducing emissions and re-envisioning how infrastructure is built and maintained to reflect a changing climate. It also includes improving water quality, conserving water supplies, and maintaining water infrastructure to protect natural resources.



The steering committee was made up of implementers, subject matter experts, and leaders from impacted communities across a 13-county and 3-state area known as Greater Chicago.

Developing the *Comprehensive Climate Action Plan* for Greater Chicago

This year, the *Comprehensive Climate Action Plan* development team identified emissions reduction strategies for each sector: transportation, buildings, industry, waste, water and wastewater, and agriculture. They modeled each sector's effects on the region's emissions and communities, and vetted those results with the steering committee, working groups, and the CMAP Climate Committee, further refining the strategies and models based on feedback.

The team also conducted public engagement — including working group meetings, community workshops, and a questionnaire — and used that feedback to inform plan recommendations. These engagements focused on identifying community priorities, raising awareness of the benefits of emissions reduction, and building capacity for continued collaboration in climate action. Stay tuned for the plan's release in early 2026 at cmap.is/ccap.

**THANK
YOU**

We're thankful to the members of the CMAP Climate Committee, CCAP Steering Committee, and the buildings, community, industry, and transportation working groups for their valuable guidance in shaping the plan, confirming draft recommendations, and reviewing results.



Left to right: CMAP climate experts Kate Evasic, Kelsey Pudlock, Mitch Hirst, and Nora Beck.



Water plays an essential role in sustaining economic prosperity and environmental health in the region.

Protecting our most precious resource: water

Communities across northeastern Illinois face growing water supply challenges. Acting today will help preserve a sustainable water supply for future generations. To help the region achieve this goal, CMAP completed three major projects:

Securing Illinois' Groundwater Future

A review of the 1983 Water Use Act and high-capacity well review process

Chicago Metropolitan
Agency for Planning

Securing Illinois' Groundwater Future examines the Illinois 1983 Water Use Act, assesses the high-capacity well review process, and draws insights from groundwater governance practices in neighboring states. Our groundwater — long considered abundant — is under increasing pressure from overuse and inadequate administration. CMAP offers recommendations to modernize Illinois' approach. Learn more at cmap.is/groundwater-report.



While Lake Michigan, the Fox and Kankakee rivers, and groundwater aquifers currently provide clean water, their capacity to serve the region's needs is not limitless.

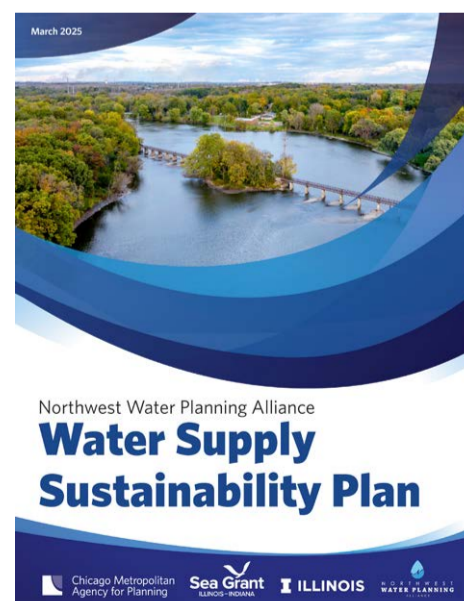
Regional Water Demand Forecast for Northeastern Illinois 2020 - 2050

Chicago Metropolitan
Agency for Planning

Sea Grant
ILLINOIS-INDIANA

ILLINOIS

CMAP, the Illinois-Indiana Sea Grant, and the University of Illinois Extension updated the *Regional Water Demand Forecast*, which compares projected demand with the amount of water that can be sustainably removed without causing further desaturation of deep aquifers or harming aquatic ecosystems. This forecast estimates future water demand to the year 2050 and can help local and regional planners understand conditions and how to act to conserve water, protect supplies, and explore alternative drinking water sources. Learn more at cmap.is/wdf.



CMAP, in partnership with the Northwest Water Planning Alliance (NWPAA) and the Illinois-Indiana Sea Grant, developed the *Water Supply Sustainability Plan* to help communities better understand their water conditions and make sustainable water supply choices for the future. While designed for the NWPAA region (a coalition of 5 councils of government representing over 80 communities and unincorporated areas in DeKalb, Kane, Kendall, Lake, and McHenry counties) the plan includes strategies, case studies, and resources that can be useful to all our region's communities. Learn more at cmap.is/nwpa-plan.

A ROBUST AND INCLUSIVE REGIONAL ECONOMY

To advance the regional goal of a robust and inclusive economy, CMAP promotes inclusive growth and access to economic opportunities, coordinating strategies to develop a competitive global identity and outcompete peer regions economically. Our region's economic competitive advantage is its people. With the country's third-largest labor force with over five million workers, companies, investment firms, and developers continue to shortlist Chicagoland. However, like the rest of the country, we're facing a housing crisis that could have long-term economic consequences. The CMAP team has been part of an emerging regional effort to address this challenge by working with Lake, Kane, and McHenry counties to take the necessary steps that ensure we're making the development process for workforce housing as attractive as possible.



Northeastern Illinois has the most diversified large metropolitan economy in the U.S. and a vibrant quality of life.

Insights and support at the regional level

CMAP continued to build out and promote the Job Quality and Access Tool, which offers meaningful insights into Chicagoland's job market. This resource helps communities, economic developers, and local officials better understand the quality of the job opportunity for their area.

Similarly, the Northeastern Illinois Development Database continued to track the development landscape. In a year marked by uncertainty and delays, our region saw more than 400 qualifying developments — higher than in the previous two years — demonstrating that our economic resilience and market continue to be attractive for investment.

We also continued to support the Greater Chicagoland Economic Partnership which promotes the region's assets — extensive freight infrastructure, diverse talent, strong exporting industries, world-class research institutions, and culture — and makes sure that ongoing development is inclusive to every part of our region.

**THANK
YOU**

We extend our sincere thanks to the Regional Economy Committee members for dedicating their time and insights, supporting some of the most consequential economic activities in northeastern Illinois.

CMAP and Lake County partner to expand housing with support from Schreiber Philanthropy

To help fuel economic growth, Lake County and CMAP, with support from Schreiber Philanthropy, teamed up to expand affordable and accessible housing in Illinois' third most populous county. The Housing Lake coalition is working to increase the supply of affordable housing through actionable, municipality-specific solutions. The initiative includes a housing task force comprised of municipalities across the county, which evaluated tools and resources to address housing challenges, culminating in a step-by-step Housing Ready toolkit. In 2026, the coalition will host a housing summit to generate momentum and build deeper community support.



Left to right: CMAP planning experts Erin Ludwig, Makala Morales, Gabriel Guevara, Mike Brown, Lee Skuby, Jourdan Nash, and Enrique Castillo.

PEOPLE AND CULTURE

CMAP is committed to championing our exceptional team members and cultivating our agency culture. Our strategy includes initiatives steered by the People and Culture Council, an advisory group of individuals from all levels and divisions of the agency. They work to develop and support retention; improve satisfaction; encourage team building; promote collaboration; break down silos; and provide a welcoming and inclusive work environment.

Another group that supports our agency culture is WelMap, a committee of CMAPers who coordinate social events and team-building activities. They host lunch and learn events, which feature a mix of internal subject matter experts and agency partners who keep employees informed and engaged with topics close to their work. This year's sessions included: findings from CMAP's municipal survey, how to leverage our agency's robust data assets, and a discussion of the Chicago Hub Improvement Project, among other topics.

Celebrating our shining stars

At times, the good work of government can go unnoticed. There are those who provide essential data, solve policy puzzles, ensure that public funds are managed efficiently, keep the public informed, and support communities in bringing their dreams to reality.

This work is often invisible to the public. Each year, CMAP highlights and recognizes our shining stars with the Public Service Awards. We honor individuals and teams in four awards categories — Difference Maker, Good Government, Core Values, and ON TO 2050 Advancement.

High Impact Teams

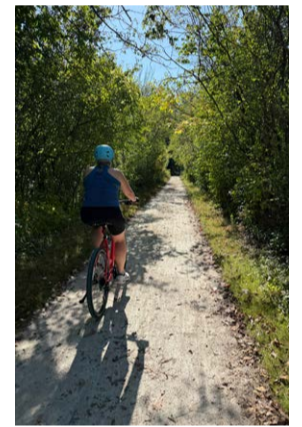
One of our priorities in 2025 was to effectively allocate our people and financial resources by leveraging our collective expertise, enhancing processes, and creating outcome-oriented teams.

Our goal was to strengthen the efficiency, effectiveness, and collaboration of diverse teams to work seamlessly together to address and advance our strategic goals. As part of this effort, we introduced professional project management tools, led workshops, and selected change management coaches to facilitate cross-divisional learning.



Exploring our communities with the Regional Tourism Challenge

Our annual Regional Tourism Challenge invites CMAPers to visit attractions across northeastern Illinois, including local businesses, nature, museums, historical sites, and more. The challenge gives our team members the chance to explore our region, deepen their understanding of the communities we serve, and witness transportation challenges and opportunities.



Celebrating and appreciating our awesome team

Near the end of each calendar year, we recognize our team members with a celebratory lunch and a special gift as a token of our appreciation. It's an opportunity to formally recognize the outstanding work, dedication, and time that every individual puts in to collectively influence and improve the region.



CMAP Board

Gerald Bennett, Chair
Mayor, City of Palos Hills
Represents Southwest Cook County

Carolyn Schofield, Vice chair
Board Member, McHenry County
Mental Health Board
Represents McHenry County

Anne Sheahan, Vice chair
Vice President, HNTB
Represents City of Chicago

Frank Beal
Senior Executive, Civic Consulting Alliance
Represents City of Chicago

Matthew Brolley
President, Village of Montgomery
Represents Kane/Kendall counties

Jada Curry
Mayor, Village of Lynwood
Represents Suburban Cook County

Gary Grasso
Mayor, Village of Burr Ridge
Represents DuPage County

Paul Hoefert
Mayor, Village of Mount Prospect
Represents Northwest Cook County

Nina Idemudia
CEO, Center for Neighborhood Technology
Represents City of Chicago

Abolfazl “Kouros” Mohammadian
Non-voting Member
Professor/Department Head, University of Illinois Chicago
Represents Illinois Governor’s Office

John Noak
Mayor, Village of Romeoville
Represents Will County

Leanne Redden, Non-voting member
Executive Director, Regional Transportation Authority
Represents MPO Policy Committee

Richard Reinbold
President, Village of Richton Park
Represents South Cook County

Nancy Rotering
Mayor, City of Highland Park
Represents Lake County

Joanna Ruiz
Vice President, Wallin/Gomez Architects, LTD
Represents City of Chicago

Matthew Walsh
Attorney, Hinshaw & Culberston LLP
Represents West Cook County

Jung Yoon
Chief of Policy, City of Chicago, Mayor’s Office
Represents City of Chicago



To our dedicated CMAP Board and MPO Policy Committee members, who bring their voices and diverse expertise to advance change in the region.

MPO Policy Committee

Gia Biagi, Chair
Secretary, Illinois Department of Transportation
Represents Illinois Department of Transportation

Cassandra Rouse, Vice chair
Executive Director, Illinois State Toll Highway Authority
Represents Illinois State Toll Highway Authority

Frank Beal
Senior Executive, Civic Consulting Alliance
Represents Chicago Metropolitan Agency for Planning

Jennifer Bertino-Tarrant
Executive, Will County
Represents Will County

Matthew Brolley
President, Village of Montgomery
Represents Chicago Metropolitan Agency for Planning

Kelley Brookins, Non-voting member
Regional Administrator for Region V, Federal Transit Administration
Represents Federal Transit Administration

Mike Buehler
Chairman, McHenry County Board
Represents McHenry County

Deborah Conroy
Chair, DuPage County Board
Represents DuPage County

Jim Derwinski
CEO/Executive Director, Metra
Represents Metra

Thomas Evenson, Non-voting member
Senior Director of Public Affairs, Union Pacific Railroad
Represents Class One Railroads

Scott Gengler
Vice chair, Kendall County Board
Represents Kendall County

Sandy Hart
Chair, Lake County Board
Represents Lake County

Jennifer “Sis” Killen
Superintendent, Cook County Department of Transportation and Highways
Represents Cook County

Richard Kwasneski
Chair, Pace Board of Directors
Represents Pace

Nora Leerhsen
Acting President, Chicago Transit Authority
Represents Chicago Transit Authority

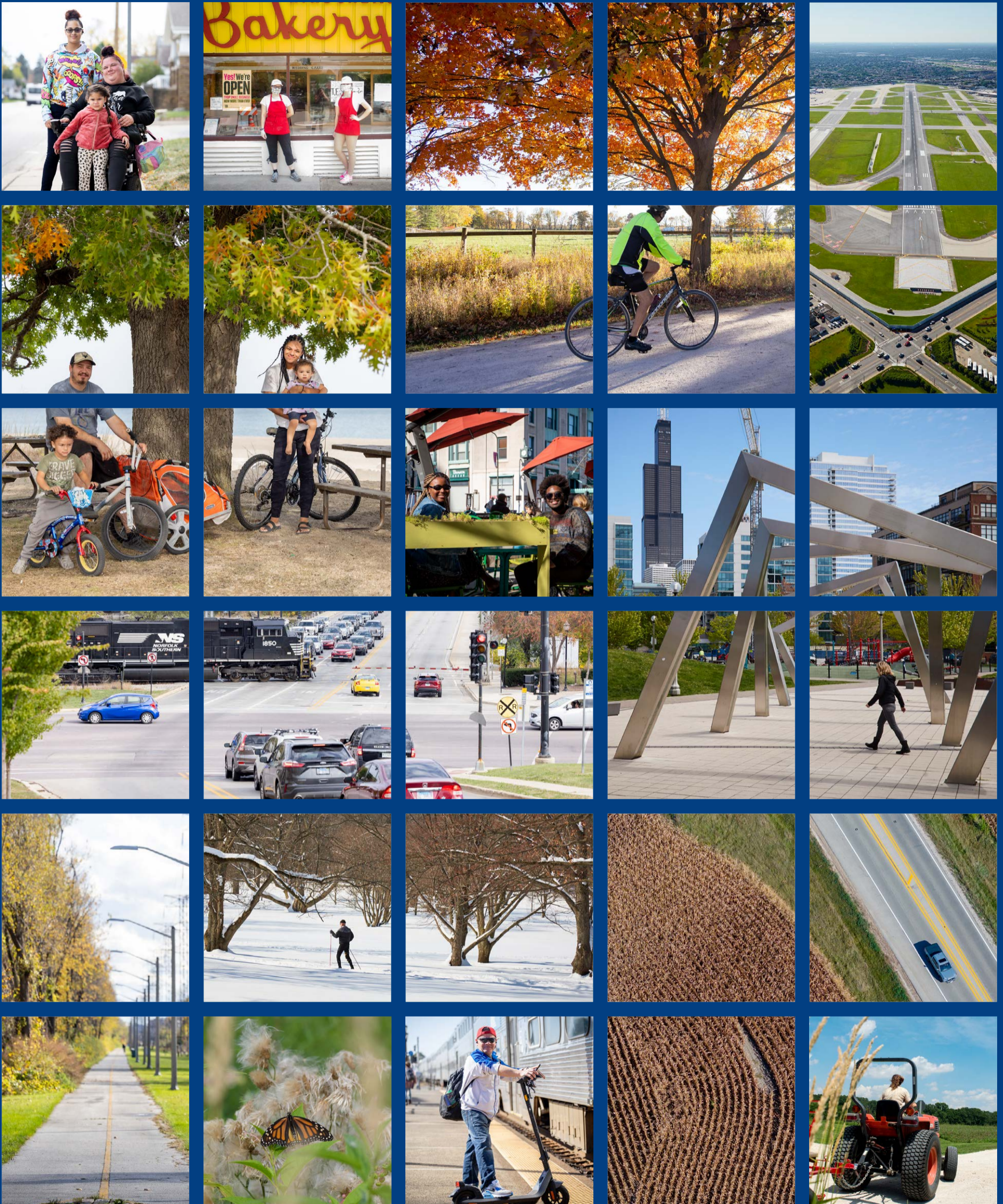
Corinne Pierog
Chair, Kane County Board
Represents Kane County

Leanne Redden
Executive Director, Regional Transportation Authority
Represents Regional Transportation Authority

Jeffery Schielke
Mayor, City of Batavia
Represents Council of Mayors

Vershun Tolliver, Non-voting member
Division Administrator, Federal Highway Administration
Represents Federal Highway Administration

Craig Turner
Acting Commissioner, Chicago Department of Transportation
Represents Chicago Department of Transportation



Chicago Metropolitan
Agency for Planning

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Chicago Metropolitan Agency for Planning

Agenda Item 5.02

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MEMORANDUM

To: CMAP Board

From: Erin Aleman, Executive Director

Date: December 31, 2025

Subject: FY2027 CMAP Proposed budget and regional work plan

Action Requested: Information

Purpose

This draft FY2027 annual work plan identifies key activities CMAP will continue or commence between July 1, 2026 – June 30, 2027. It's important to note that our work each year builds on the last, as such, these activities are continuing phases of work.

At the January Board meeting, we will focus on the agency's planned work for FY2027. In advance of the February Board meeting, we will submit a draft FY2027 comprehensive budget to the Board with anticipated revenues, expenses, and non-operational fund distribution, including grants awarded to partner agencies and the associated matching funds. The Board will be asked to approve the FY2027 budget and work plan at the February board meeting.

Preliminary budget projections show the total FY2027 CMAP Comprehensive Budget at \$43 million. This is in line with CMAP's FY2026 budget of \$43 million. Our revenue sources remain stable. To serve the region, CMAP relies on federal and state funds, local contributions, other government funds and philanthropic revenues and in-kind services.

The Unified Work Program (UWP also called the "mark) is \$35 million. This makes up the majority of our budget (81%); it includes federal metropolitan planning funds from the U.S. Department of Transportation through the Federal Highway Administration and the Federal Transit Administration passed through the Illinois Department of Transportation to the state's 16 metropolitan planning organizations, along with the required match (supported by other non-federal sources).

Attachment: FY2027 Proposed work plan draft

ACTION REQUESTED: Information

FY2027
CMAP regional
work plan
DRAFT

FY2027 Work Plan components

Annual work plan overview

This annual work plan identifies key activities the Chicago Metropolitan Agency for Planning (CMAP) will continue or commence during the 2027 fiscal year, which runs July 1, 2026 to June 30, 2027.

The agency uses a portfolio of more than 30 strategic programs to strategically and effectively plan and manage its work.

The program areas maintain consistency from year to year as CMAP's work on behalf of the region is ongoing and can extend over many years — each building on the last.

The activities in the FY2027 work plan advance the region's long-term goals and continue CMAP's 20-year legacy of excellence and service to northeastern Illinois.

FY27 Programs and activities

Accelerated Infrastructure Delivery

The Accelerated Infrastructure Delivery program builds the region's capacity to identify and implement innovations in transportation infrastructure project financing, procurement, design, and construction. It provides technical support and alternative perspectives on how to address common challenges that impact the efficient delivery of infrastructure projects in the region.

The program also works with partners to create a pipeline of projects that can realize benefits from innovative delivery approaches. Regional partners will be better positioned to strategically pair their projects with the best suited delivery methods and funding sources, both traditional and alternative. The program convenes regional partners and facilitates technical assistance at the project and policy level, building capacity in innovative project delivery among public and private sectors.

FY2027 activities include:

- Policy support for regional partners developing innovative financing approaches
- Corridor Development Office management for the I-290/Blue Line corridor

Achieving Performance Outcomes

The Achieving Performance Outcomes program aligns the region's planning work outcomes with ON TO 2050 and the United States Department of Transportation's policy goals. This involves setting targets; learning from and advising partner plans; facilitating conversations with regulators; informing programming; monitoring progress; and communicating developments to internal and external stakeholders. In addition, this program systematically reviews federal metropolitan planning organization (MPO) requirements and explores peer best practices to identify process adjustments. Through this process, MPO roles and responsibilities are identified for inclusion in agency programs and projects.

FY2027 activities include:

- Creation and tracking of performance targets relevant to safety, asset condition, and system performance as required by federal law
- Creation and tracking of performance targets relevant to ON TO 2050 goals related to community, prosperity, environment, governance, mobility, and inclusive growth
- Education and alignment of regional activities with Federal Transit Administration and Federal Highway Administration requirements
- Creation and tracking of the congestion management process' performance and publication of related information that is accessible to stakeholders, partners, and the public

Air Quality Forecasting and Analysis

The Air Quality Forecasting and Analysis program provides a framework to support CMAP's policy and plan development, as well as provide continued support to CMAP's transportation programming activities by performing conformity analysis, compliance with National Environmental Policy Act requirements, and project evaluation. This program encompasses a full understanding of the agency's existing forecast requirements and tools, positioning it to anticipate future emerging forecast and analysis needs.

FY2027 activities include:

- Analysis and maintenance of conformity of plans and programs
- Advanced air quality modeling
- Data analysis in support of resilience programs
- Air quality related project evaluation for funding programs, regional transportation plans, and/or special projects
- Coordination with partner agencies to improve forecasting (e.g., Lake Michigan Air Directors Consortium, Illinois Environmental Protection Agency, the Illinois Department of Transportation, and research institutions)

Building Capacity

The Building Capacity program works to understand local government needs and deliver technical assistance at the intersection of planning services, infrastructure, and governance. The program continuously engages local governments to identify challenges. It also provides technical assistance to meet the most pressing needs of and build capacity for local governments.

FY2027 activities include:

- Collaboration with municipalities and communication on priority issues via the Local Government Network
- Determination and promotion of available forms of technical assistance offered through the annual call for technical assistance, in collaboration with the Regional Transportation Authority

- Technical assistance for local governments to build capacity for data-driven decision making and create long-range plans for transportation and other capital investments
- Technical assistance for local governments following plan-creation, to help organize and support implementation of adopted community plans

Community Resilience

The Community Resilience program focuses on reducing greenhouse gas emissions. It develops data and resources to inform decision making and advance policies and projects to meet ON TO 2050 greenhouse gas reduction goals. CMAP and its regional partners' comprehensive climate action plan for the larger 13-county area (as dictated by federal funding criteria) identifies greenhouse gas reduction strategies across all major emission sectors including transportation, residential and commercial buildings, industry, wastewater, and agriculture. The plan also provides stakeholders with: data and analyses to guide local, regional, and state climate mitigation efforts; benefit analyses of co-pollutant reductions and other co-benefits; and refine greenhouse gas reduction targets.

FY2027 activities include:

- Implementation of the Comprehensive Climate Action Plan for the greater Chicago region
- Partnership with ComEd, Respiratory Health Association, and Argonne and Oak Ridge national laboratories for a scenario planning process to identify greenhouse gas emission reduction strategies and quantify their impacts on energy generation and transmission
- Regional Greenhouse Gas Inventory and municipal emission profiles updates to understand conditions and track implementation progress

Coordinated Land Use Strategies

The Coordinated Land Use Strategies program coordinates municipalities, counties, funders, and nonprofits to increase the number and quality of housing choices with access to transportation and economic opportunity across the region. Coordinated strategies are required to strengthen the links between the transportation system and the location of people, jobs, and goods and services by assisting communities with housing and land use policies.

FY2027 activities include:

- Research and analysis of key housing data and issues in the region for counties, municipalities, and Chicago community areas
- Technical assistance for a coordinated subregional approach for housing readiness
- Technical Assistance to address local land use and housing policy challenges
- Technical support for the Metropolitan Water Reclamation District of Greater Chicago that analyzes the benefits of flood mitigation projects, to include outreach to elected officials and community stakeholders

Economic Competitiveness

The Economic Competitiveness program coordinates federal, state, regional, and local partners to develop a competitive global identity and outcompete peer regions economically. This requires forward-thinking and coordinated strategies to sustain and leverage our region's significant transportation and freight infrastructure assets, solid talent, strong exporting industries, and world-class institutions of innovation, research, and culture.

FY2027 activities include:

- Development of a regional economic framework and strategy with a shared vision and goals for the future, leveraging robust transportation infrastructure and assets
- Ongoing support for the Greater Chicagoland Economic Partnership, which includes World Business Chicago and the seven counties, to drive economic growth
- Support for industry clusters, collaboration amongst public and private partners, and strategies that align the region's assets with emerging economic opportunities
- Technical assistance for communities and counties to leverage transportation assets to attract local investment, strengthen developer connections, and address local land use, economic development, and capacity issues

Federal Transportation Funding

The Federal Transportation Funding program oversees the programming and management of certain federal sources used for transportation planning and projects — from the development of the methodologies for project selection through the various phases of implementation, to the obligation and expenditure of the federal funding. These federal funding programs support the development and execution of the agency's MPO requirements and the execution of projects that implement the region's long-range transportation goals.

FY2027 activities include:

- Support for the development of the Unified Work Program and management of external transportation planning projects
- Federal funding committee governance and project selection for the Congestion Mitigation and Air Quality Improvement (CMAQ) Program, Transportation Alternative Program-Local (TAP-L), and the Surface Transportation Program (STP) shared and locals funds
- Active program management techniques that ensure federal funds are used in a timely manner

Infrastructure Resilience

The Infrastructure Resilience program focuses on increasing infrastructure resilience to extreme weather impacts, as well as preserving one of the region's greatest assets — its freshwater. It seeks to build resilience by helping the region's communities and infrastructure prepare, recover, and adapt to the impacts of flooding, extreme heat, and other severe weather. The program also focuses on protecting and sustainably managing the region's water sources, to improve and maintain the quantity and quality of our lakes, rivers, streams, and groundwater aquifers. It promotes best

practices in water conservation, green infrastructure, and pollution prevention. It also provides regional data on water demand and water quality, and develops plans for local governments and community coalitions to collaboratively protect water resources.

FY2027 activities include:

- Use of Transportation Resilience Improvement Plan deliverables to advance priorities (e.g., communication, regional and local planning, policy, and programming) for implementation
- Promotion of municipal water conservation and efficiency practices in partnership with the Illinois-Indiana Sea Grant
- Coordination, planning, and technical assistance to advance best practices for water quality management and watershed-based planning

Integrated Mobility and Growth

The Integrated Mobility and Growth program develops planning and policy frameworks that connect transportation, land use, economic development, and environmental sustainability. The program coordinates with public and civic stakeholders to address large-scale, multijurisdictional issues that require strategic, unified regional action.

FY2027 activities include:

- Continued development of The Century Plan (the successor to ON TO 2050)
- Support for the Northern Illinois Transit Authority Act through coordination across CMAP's ongoing and planned activities

Land Use Forecasting and Analysis

The Land Use Forecasting and Analysis program develops and maintains models and tools that provide long-range population and employment projections to inform local and regional planning. It includes socioeconomic forecasting, which guides strategic planning and investment decisions, and land use database maintenance, which provides accurate and updated information on land use and future development for analysis. Using advanced analytics, the program develops decision-support tools to help address challenges related to community growth, community transformation, and policy impacts on land use.

FY2027 activities include:

- Community cohort evaluation tool maintenance
- Land use inventory database maintenance
- Community data snapshots update
- Local and regional socioeconomic forecasts updates

Placemaking

The Placemaking program focuses on strategic and implementable actions to enhance existing infrastructure and public spaces in local communities. The program includes recommendations for policy and zoning code updates, development impact analyses, downtown and subarea planning, streetscape design, and tactical placemaking activities. It also coordinates local land use policies and transportation priorities; advances public right-of-way accessibility; and explores digital twin technologies to assist with decision making.

FY2027 activities include:

- Technical assistance for local governments to leverage existing assets to establish community identity, attract local investment, and increase neighbor interaction
- Technical assistance for local governments to assess existing land use and transportation policies and implement zoning and land use recommendations that support local and regional visioning
- Exploration and development of a framework for digital twin technology to be used by municipalities, counties, and the region
- Technical assistance for transportation accessibility planning in approximately eight communities

Safe and Complete Streets

The Safe and Complete Streets program aims to improve safety, quality of life, and modal options with the goal of eliminating traffic fatalities through a comprehensive and sustainable transportation system. It also pursues goals of enhanced mobility and active transportation. Through data analysis and local planning, the program collaborates to implement projects and programs focused on reducing fatal and serious injury crashes, as well as safe, accessible, and connected transportation options for all.

FY2027 activities include:

- Technical assistance for municipal and community partners to develop local road safety plans, bicycle and pedestrian plans, and implementation assistance
- Development of resources to accelerate the implementation of Safe Travel for All adopted safety action plans
- Development of a pilot initiative to explore innovations in multimodal transportation planning that expands user mode choice and reflects contextual needs and priorities
- Support of the Illinois Department of Transportation with resources, tools, and analysis as they strive to promote a safe multimodal system for all users

Safe Systems

The Safe Systems program aims to improve traffic safety through innovative data analysis, compelling policy recommendations, and local coalition building and partnerships. Through collaborative regional and local projects, the region can implement policy changes and projects to

reduce crashes and create safe, accessible, and connected transportation options for all, at a systemic level. These efforts closely align with Safe and Complete Streets, Placemaking, Thriving Communities, Transportation Network Efficiencies, and other transportation programs, to address necessary policy and programmatic changes to improve transportation safety.

FY2027 activities include:

- Regional framing of safety issues, policy recommendations, technical methods, safety performance measures, and an equitable and transparent engagement approach
- A collaborative and strategic approach to implement safety projects through agency programming and the Illinois Highway Safety Improvement Program
- Development of a regional approach to create safer road users through policies, programs, and initiatives that support a safety culture

Thriving Communities

The Thriving Communities program works closely with local governments and residents using data and meaningful engagement to identify the benefits and burdens of transportation infrastructure, development, and land use decisions. Through technical assistance, the program helps under-resourced local governments build capacity to address and mitigate negative impacts for the benefit of the region. Additionally, it empowers residents by amplifying the voices and experiences of those most affected.

FY2027 activities include:

- Enhanced partnerships with local entities across sectors to develop and implement strategies for the region, building on CMAP's expertise in transportation and land use issues
- Technical assistance to local governments and community partners for cross-sector coordination supporting community reinvestment, environmental assessment, stakeholder facilitation, data compilation, and analysis to guide planning and implementation
- Design and testing of models and tools to use verifiable data sources to help local governments co-develop priorities, evaluate options, and advance implementable policy and investment actions

Transportation Improvement Program Coordination

Transportation Improvement Program (TIP) Coordination is the short-range transportation program and documentation process that informs and implements the long-range transportation goals in ON TO 2050. Its other responsibilities include aligning the conformity of plans and programs throughout the region; monitoring all projects in the eTIP database; ensuring the programs are constrained to available fiscal resources; and assisting CMAP's programming partners in adhering to the legislative regulations that govern federal funding. The eTIP database collects and manages project information from CMAP's partners about the scope of work, cost, and implementation schedule of transportation projects in the region.

FY2027 activities include:

- TIP project development, tracking, analyses, and documentation
- Subregional councils of mayors and planning liaison program support

Transportation Investment Strategies

The Transportation Investment Strategies program is a collaborative approach to improving connections between the region's goals and CMAP's state- and federally-mandated transportation financial planning and programming responsibilities. The program coordinates the development of the region's long-range transportation plan. It also develops a financial plan, compiles a constrained list of regional capital projects, and provides a collaborative process to prioritize long-term and short-term investment strategies for the region's transportation system.

FY2027 activities include:

- Identification, evaluation, and prioritization of regional capital projects
- Development of the transportation financial plan for the next long-range transportation plan
- Approval of the 2026 Regional Transportation Plan and transition to implementation

Transportation Network Efficiencies

The Transportation Network Efficiencies program responds to ON TO 2050 goals for a modern, multimodal transportation system that adapts to changing travel needs. It focuses on policy development to manage congestion on the roadway network, encourage context-sensitive transportation designs, and support efficiencies in the project development process. The program identifies and promotes strategies that can improve the safety, reliability, and resilience of the transportation network, such as intelligent transportation systems and freight system improvements.

FY2027 activities include:

- Implementation of the updated regional congestion management process, including the execution of arterial corridor planning efforts
- Exploration of major trends facing the region's freight system, as well as opportunities for additional policy development
- Support for the implementation of policy recommendations identified by the Illinois Department of Transportation's Blue-Ribbon Commission on Transportation Infrastructure Funding and Policy

Travel Demand Forecasting

The Travel Demand Forecasting program develops, maintains, and applies analysis tools to support performance-based transportation programming decisions, including the maintenance of both trip- and activity-based travel demand models. These tools are used for air quality conformity analyses, long-range plan scenario evaluations, capital project evaluations, and policy change impacts. The program develops and applies tools to forecast commercial vehicle movement in the region. Another major data collection effort is My Daily Travel, a multi-year-old household travel survey

focused on gathering behavioral information from the region's residents. The program helps satisfy federal requirements related to air quality conformity analyses and travel demand modeling. It also supports the Regional Planning Act's intent that CMAP shall be the authoritative source for regional data collection, exchange, dissemination, analysis, evaluation, forecasting, and modeling.

FY2027 activities include:

- Travel modeling to support air quality conformity analyses
- Transportation modeling services to support regional partners' planning activities
- Data collection for phase two of the regional household travel survey
- Implementation of freight forecasting model enhancements to support the next long-range transportation plan

FY27 Agencywide service programs

Accounting

The Accounting program provides administration and support for accounts payable and receivable, ensuring timely vendor payments and collection of funds; timely and accurate employee payments; tax, insurance, pension, and other benefit reporting; properly funded grants and expenditures based on grant agreements and CFR 200 guidance; financial reporting required by federal and state government, the CMAP Board, and others; and treasury services. The program is responsible for procurement, ensuring that goods and services are acquired in a fair, transparent, and cost-effective manner in accordance with applicable laws, regulations, and internal policies. It also facilitates an annual audit of the agency's financial records.

FY2027 activities include:

- Accounting services and oversight
- Financial reporting and external audit support
- Administration of a new enterprise resource planning system
- Contract administration and vendor management
- Procurement support and oversight
- Enhanced accounting and procurement policies

Communications

The Communications program oversees all CMAP communications and content, raising the agency's profile through a robust strategy that supports and strengthens every program and project. It includes strategic planning, design, copyediting, media, marketing, social media, web development, and other content support. It also oversees the production and quality control of print and web materials, as well as graphic design, photography, and videography. The program develops agencywide standards to deliver high-quality products tailored to audiences and reflective of regional goals; updates processes, style, and branding guidelines; drafts materials in plain language and accessible formats; produces ongoing public communications such as reports, newsletters, websites, and social media; and supports internal communications, data, and engagement tools.

FY2027 activities include:

- Development and implementation of comprehensive Communications and Engagement plans for each CMAP program area
- Support for The Century Plan and the execution of a communications campaign that includes placed and earned media, panel appearances, and other strategies
- Implementation support strategies for CMAP's other regional plans, including the Climate Action Plan and Regional Transportation Plan

Content Strategy and Development

The Content Strategy and Development program supports the strategy, planning, oversight and optimization of multichannel content with a focus on quality, effectiveness, and impact. It is closely

aligned with the Communications and Engagement programs, with a focus on developing agencywide content strategies for: public information and messaging; context, purpose, and target audiences; channels and platforms; and mediums (text, graphic, audio, video, interactive, virtual).

FY2027 activities include:

- Development of a content strategy to establish agency goals and drive results
- Research and analysis of key audiences, questions, and knowledge gaps to inform content development and assess content performance
- Content development that translates and communicates complex concepts into clear, engaging content — through multiple formats like text, graphic, audio, video, digital, etc. — to connect with audiences

Data Science

The Data Science program fosters cross-divisional relationships around data understanding, inventory, exploration, and analysis. It advances the agency's analytical capabilities by researching best practices, developing innovative tools, and testing new methods for using data in the planning field. The program uses data to seek answers and test hypotheses to support data-driven decision making, while building relationships with universities and partner agencies. It also creates an innovative environment that grows CMAP's data science skills through internal and external collaboration while providing a unified framework for managing the agency's data assets and a space to adapt as data needs change.

FY2027 activities include:

- Data and information services support
- Management, modernization, and strategy for geographic information systems
- Creation of a centralized data catalog and development of centralized data access to enhance knowledge sharing and to streamline workflows

Engagement

The Engagement program provides strategic, outcome-driven direction and engagement services to support programs and projects across the agency. It delivers meaningful, inclusive, and responsive engagement with the agency's stakeholders and constituencies, guided by best practices and the Public Participation Plan. The program designs engagement strategies and methods that meet audiences where they are to strengthen relationships, build trust, and connect constituencies to resources. It also uses and evaluates various tools and methods to reach audiences, support project teams, and develop internal engagement initiatives.

FY2027 activities include:

- Engagement guidance and resources to develop effective agency ambassadors for all program and project teams
- Planning and implementation of the 18th annual Future Leaders in Planning program

Financial Planning and Analysis

The Financial Planning and Analysis program leads financial planning, project management, and grants management to ensure that projects are managed efficiently and effectively and advance ON TO 2050 goals. This includes supporting the agency transition to updated project management and financial tools; developing the annual work plan; advising and supporting project managers on effective approaches for advancing projects; tracking agency progress towards expected outcomes; identifying solutions for project management issues (e.g., expenditure delays, unprogrammed funds, KPI target deviations); and managing grants and contracts.

FY2027 activities include:

- Annual work plan development
- Annual budget development
- Budget implementation and oversight
- Project management training and guidance
- Performance measure reporting and analysis

Human Resources

The Human Resources program works with employees and management to address performance and professional development. This process is formalized through the career framework, annual review process, development plans, regular employee performance conversations, and performance documentation. The program also provides support to help employees understand federal, state, and agency policies, including standards of conduct and performance expectations.

FY2027 activities include:

- Professional training opportunities for staff members
- Intern and fellowship program management
- Facilitation of annual employee reviews and merit-based pay increases
- Open enrollment and employee benefit selections management
- Updates and implementation of policies and organizational changes following the class and compensation study

Information Technology

The Information Technology program manages and monitors internal computer network performance. It includes the acquisition, licensing, installation, and maintenance of software applications, server hardware systems, and other related equipment. The program also provides user support to CMAP employees as needed.

FY2027 activities include:

- Hardware and software service and maintenance

- Ongoing support of enterprise resource planning system and data architecture
- Upgrades for conference room audio visual equipment and infrastructure, to better provide consistent and reliable technology during meetings

Intergovernmental Affairs

The Intergovernmental Affairs program monitors and analyzes legislative action significant to CMAP's work to prepare strategies for state and federal legislative and executive activities. It provides reports to agency executive staff members, board members, and policy and working committees. It develops and maintains relationships with legislative and executive staff, administrative offices at all levels of government, and external funders to keep them informed of developments related to the agency's work. The program also biennially develops and tracks the success of the Advocacy Agenda, which focuses on advancing ON TO 2050 objectives.

FY2027 activities include:

- Enactment of the FY26 budget appropriation and regular communications to the General Assembly on funding outcomes
- Continued engagement with elected officials, agency staff, and other key stakeholders on transit reform and funding, including sales tax modernization
- Implementation on federal and state advocacy agenda through issue-specific strategies
- Congressional district staff briefings and ongoing regional coordination on surface transportation reauthorization

Operations

The Operations program provides a wide array of administrative, clerical, technical, and operational support services across the agency to ensure that it is managed efficiently and effectively. It provides administrative support to executive leadership and divisions; maintains general operations through facilities management; and supports the agency's activities, events, and meetings. It provides support for all public body meetings and administers the agenda management system. The program also coordinates the agency's record retention program and Freedom of Information Act requests (FOIA).

FY2027 activities include:

- Administrative support for all in-person public body meetings
- Facilities management
- FOIA request responses in a timely manner
- Oversight and maintenance of the public agenda management system
- Agency records management and retention

People and Culture

The People and Culture program leads projects that advance the agency's commitment to strategically develop CMAP staff and culture. It achieves this by establishing a strategy with meaningful objectives that are aligned to employee wellbeing. This program includes a council made up of staff from all levels, to guide the agency's efforts and progress in the workforce and workplace focus area.

FY2027 activities include:

- Ongoing support of agencies priorities and initiatives
- Ongoing support of initiatives directed towards improving workforce and workplace experience

The Chicago Metropolitan Agency for Planning (CMAP) is the region's comprehensive planning organization. The agency and its partners developed and are now implementing ON TO 2050, a long-range plan to help the 7 counties and 284 communities of northeastern Illinois implement strategies that address transportation, housing, economic development, open space, the environment, and other quality-of-life issues.

See cmap.illinois.gov for more information.



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MEMORANDUM

To: CMAP Board

From: The Century Plan project team

Date: December 23, 2025

Subject: The Century Plan update

Action Requested: Information

2026 will mark a time of ample engagement on The Century Plan as development of the plan begins in earnest. Building on the success of the State of the Region event, engagement on The Century Plan will primarily follow two paths. First, CMAP will work with each Council of Government to provide a look at how regional trends are manifesting at a local level, and how these findings align with priorities already identified in recent local and subregional plans.

Second, CMAP will host a series of public forums across the region to elevate and explore important questions about the future development of northeastern Illinois. These events will be coupled with exciting site visits, walking tours, demonstrations, and other opportunities to experience public issues and innovations firsthand with our local partners. Alongside this engagement, we will continue to refine analyses around regional trends and strategic foresight. Collectively, the insights gathered from these processes will inform a plan preview – the overall direction for The Century Plan and anticipated grand challenges the Plan will seek to address.

The CMAP Board will play a critical role in shaping this direction and identifying the shared challenges the region should prioritize. To help shape our ongoing dialogue, [Amy Liu](#), Nonresident Senior Fellow at the Brookings Metro within the Brookings Institution, will lead the CMAP Board in a discussion about organizing for impact. When harnessed effectively, [regions and regional institutions](#) have the power and potential to effectuate transformative change and be leaders in economic innovation. Amy will provide insights into how the CMAP Board can support The Century Plan’s development into an actionable tool to advance regional progress.

ACTION REQUESTED: Information