



CLIMATE COMMITTEE

AGENDA - FINAL

Thursday, May 22, 2025

1:00 PM

**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 Wednesday, May 21, 2025 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/87053255417?pwd=c9jsRzIRKAcROcxLgPnc4vF4auC0zY.1>

Meeting ID: 870 5325 5417

Passcode: 417547

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

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

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

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

1.0 Call to order and introductions**2.0 Agenda changes and announcements****2.01 Requests for Agenda Changes****2.02 CMAP updates****2.03 New Members****3.0 Approval of minutes****3.01 Minutes from July 25, 2024**[25-159](#)

ACTION REQUESTED: Approval

Attachments: [Draft July 25 2024 Minutes](#)**4.0 New Business****4.01 Fiscal Year 2026 Meeting Schedule**[25-154](#)

PURPOSE & ACTION: CMAP staff will present a proposed meeting schedule for the new fiscal year.

ACTION REQUESTED: Approval

Attachments: [FY2026 Meeting Schedule Memo](#)**4.02 Designation of Chair and Vice Chair**[25-155](#)

PURPOSE & ACTION: CMAP staff will designate a chair and vice chair for the new fiscal year.

ACTION REQUESTED: Informational

4.03 Regional Transportation Plan (RTP) update[25-156](#)

PURPOSE & ACTION: CMAP staff will provide an overview of the Emerging Priorities report which outlines the proposed goal areas for the 2026 RTP.

ACTION REQUESTED: Informational

Attachments: [EPR Cover Memo](#)
[RTP emerging priorities report](#)**4.04 Comprehensive Climate Action Plan (CCAP) update**[25-157](#)

PURPOSE & ACTION: CMAP staff will provide an update on the Comprehensive Climate Action Plan, including preliminary modeling results for the agriculture, water, and waste sectors as well as strategies for carbon sequestration.

ACTION REQUESTED: Discussion

Attachments: [Comprehensive Climate Action Plan Memo](#)

4.05 Legislative Updates**[25-158](#)**

PURPOSE & ACTION: CMAP staff will provide an update on relevant bills filed with the Illinois General Assembly.

ACTION REQUESTED: Informational

Attachments: [Legislative Update Memo](#)

5.0 Member Updates**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 of the Climate Committee will occur as a virtual workshop on July 17, 2025 at 1:00pm.

9.0 Adjournment



CLIMATE COMMITTEE

MEETING MINUTES - DRAFT

Thursday, July 25, 2024

1:00 PM

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

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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.

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1.0 Call to Order and Introductions

Chair Durnbaugh called the meeting to order at 1:04 pm and reminded the audience that the meeting is being recorded and provided virtual meeting logistical announcements for the Zoom platform.

Principal Nora Beck called the roll.

Present: Aaron Durnbaugh, Jack Chan, Samira Hanessian, Ethan Kimbrel, Edith Makra, Raed Mansour, Paul May, Mary Nicol, Emily Reusswig, Vanessa Ruiz, Matthew Santagata, Ryan Wilson, and Stefan Schaffer

Absent: Deborah Stone, Naomi Davis, Elena Grossman, Elizabeth Kocs, and Thomas Maillard

Noting a physical quorum of the Committee, Chair Durnbaugh announced a request from Member Vanessa Ruiz received to participate remotely in compliance with Open Meetings Act requirements. A vote is needed to approve her virtual attendance.

A motion was made by Member Edith Makra, seconded by Member Mary Nichol, to allow Vanessa Ruiz to participate in compliance with the Open Meetings Act. The motion carried by the following vote:

Aye: Aaron Durnbaugh, Jack Chan, Ethan Kimbrel, Edith Makra, Raed Mansour, Paul May, Mary Nicol, Emily Reusswig, Matthew Santagata, Ryan Wilson, and Stefan Schaffer

Absent: Deborah Stone, Naomi Davis, Elena Grossman, Elizabeth Kocs, and Thomas Maillard

Not Present: Samira Hanessian, and Vanessa Ruiz

Chair Durnbaugh requested the secretary note that the virtual participants are present and able to participate in the meeting.

Staff Present: Nora Beck, Bill Barnes, Julie Reschke, Michael Collins, Jared Patton, Kesley Pudlock, Ryan Gougis, Ryan Thompto, Lawrence Landfair, Joan Smedinghoff, Blanca Vela-Schneider, Isaura Velez, Elizabeth Scott, Holly Hudson, Jesse Altman, Karly Cazzato, Lee Skuby, Michael Brown, Mike Sobczak, Mitch Hirst, Teri Dixon

Others Present: Alex Cannon, Cheryl Watson, Danielle Gallet, Joe Surdam, John Paul Jones, Kate DeMuro, Kristina Murphy, Lawrence Friedman, Lena Guerro Reynolds, Michael Sewall, qy, Sen Bal

2.0 Agenda Changes and Announcements

2.01 Requests for agenda changes

There were no changes to the agenda.

2.02 CMAP Updates

Bill Barnes, Deputy of Regional Policy and Implementation, shared that the Illinois Regional Planning Act Modernization Bill passed both chambers and awaits signature from the governor. Deputy Barnes shared that the bill would make changes to CMAP's enabling statute that allows for timely decisions at the board level. He indicated that changes in the legislation will not affect the Climate Committee's proposed bylaws changes being considered by the committee today. Deputy Barnes shared the CMAP Board is on hiatus and the next meeting will be held in September. The CMAP Board recently reviewed Executive Director Erin Aleman's performance review and approved a five -year contract renewal. The board also received and filed the Fiscal Year 2023 financial audit.

Deputy Barnes shared that CMAP, in partnership with the RTA, received 122 applications and awarded technical assistance grants to 30 projects this year. Deputy Barnes shared an overview of the Technical Assistance Program noting that they are grants issued by CMAP for planning and implementation work, ranging from ADA evaluations, bike-pedestrian work, and other grant readiness work that support under-resourced communities, such as Watershed Planning work.

Deputy Barnes shared that the Illinois Environmental Protection Agency received over \$430 million in Greenhouse Gas (GHG) reduction and mitigation funding through the UESPA's Carbon Pollution Reduction Grant Program. This program funds the climate action planning work happening in the region. The funding awarded to the state is the third largest of the 25 awarded. Deputy Barnes highlighted the plans for this grant, noting that additional information will be provided later in the agenda. Deputy Barnes noted that the IPA sought funding to create and expand the Equitable Climate Workforce Training opportunities building on momentum from the Climate and Equitable Jobs Act.

Deputy Barnes shared an update on CMAP's new website redesign, noting a new climate and natural resources page, a robust events calendar to encourage engagement and embedded tools such as the Community Data Snapshots Visualization Tool and the Job Quality and Access Tool. Deputy Barnes shared that CMAP has just completed its 16th annual Future Leaders in Planning (FLIP) summer program for high school students in Northeastern Illinois and provided an overview of the program, noting 23 students received lessons on the Climate Action Plan.

Deputy Barnes welcomed 5 new members to the Climate Committee, former CMAP board member and current Senior Director of Strategy Planning and Operations at Natural Resources Defense Council Stefan Schaeffer, Water Resources Specialist with McHenry County Planning and Development Entity Scott Kikendall, Director at Metropolitan Planning Council Ryan Wilson, Vice President of Conservation and Policy at Openlands Emily Reusswig and Sustainability Programs Manager at Lake County Administrator Office Robin Grooms. Deputy Barnes shared that longtime committee member Deborah Stone has tendered her resignation from Cook County, effective the end of August and will be departing the Climate Committee.

(Samira Hannessian entered the meeting at 1:16 pm.)

3.0 Approval of Minutes

3.01 Minutes from April 25, 2024

[24-308](#)

Attachments: [Climate Committee minutes 04.25.2024 DRAFT](#)

A motion was made by Edith Makra, seconded by Emily Reusswig, to approve the April 25, 2024 meeting minutes.

The motion carried by the following vote:

Aye: Aaron Durnbaugh, Jack Chan, Samira Hanessian, Ethan Kimbrel, Edith Makra, Raed Mansour, Paul May, Mary Nicol, Emily Reusswig, Vanessa Ruiz, Matthew Santagata, Ryan Wilson, and Stefan Schaffer

Absent: Deborah Stone, Naomi Davis, Elena Grossman, Elizabeth Kocs, and Thomas Maillard

4.0 New Business

4.01 Update to Committee Bylaws

[24-309](#)

Attachments: [Bylaws Memo July 2024](#)
[CLIMATE COMMITTEE Bylaw proposed amendments - 7 24 DRAFT](#)

An update to the Committee Bylaws was presented by Deputy Bill Barnes, noting proposed amendments to achieve efficiency and flexibility and transparency goals. From the flexibility standpoint a proposed amendment allows changing members from individuals to organizations and the creation of formal and informal working workshop meetings to reinforce commitment to transparency in public participation. Deputy Barnes allowed questions.

Member Ryan Wilson asked if the workshops have a location requirement. Deputy Barnes shared that workshops would be hybrid and would not have a location requirement. Member Stefan Schaeffer ask how organization representation impacts existing members terms. Deputy Barnes shared that if amendments pass, Executive Director Erin Aleman will be issuing appointment letters to members respective organizations and the designation can be made appropriately.

Chair Durnbaugh took vote to approve the proposed changes to the Committee bylaws.

A motion was made by Member Paul May, seconded by Jack Chan to adopt the proposed changes.

The motion carried by the following vote:

Aye: Aaron Durnbaugh, Jack Chan, Samira Hanessian, Ethan Kimbrel, Edith Makra, Raed Mansour, Paul May, Mary Nicol, Emily Reusswig, Vanessa Ruiz, Matthew Santagata, Ryan Wilson, and Stefan Schaffer

Absent: Deborah Stone, Naomi Davis, Elena Grossman, Elizabeth Kocs, and Thomas Maillard

4.02 Fiscal Year 2025 Meeting Schedule

[24-311](#)

Attachments: [FY2025 Meeting Dates Memo 2024-07-25](#)

Chair Durnbaugh presented the next two meetings scheduled are for workshops scheduled for October 24, 2024 and February 27, 2025 and the formal action meeting scheduled for in person quorum requirement scheduled for May 22, 2025. Chair Durnbaugh welcomed a motion and a second to approve.

A motion was made by Member Steffan Schaeffer, seconded by Ryan Wilson to approve Fiscal Year 2025 meeting schedule.

The motion carried by the following vote:

Aye: Aaron Durnbaugh, Jack Chan, Samira Hanessian, Ethan Kimbrel, Edith Makra, Raed Mansour, Paul May, Mary Nicol, Emily Reusswig, Vanessa Ruiz, Matthew Santagata, Ryan Wilson, and Stefan Schaffer

Absent: Deborah Stone, Naomi Davis, Elena Grossman, Elizabeth Kocs, and Thomas Maillard

4.03 Legislative Update

[24-312](#)

Attachments: [July Climate Committee Memo Legislative Update](#)

Ryan Gougis, Specialist of Legislative Affairs, provided a legislative update, sharing that the assembly adjourned on May 29th for the Spring 2024 legislative session passing the FY25 budget and the Budget Implementation Act (BIMP). Specialist Gougis shared that the RPA Modernization Bill passed in both house and senate with unanimous support and it's currently with the governor. The Bill is anticipated to be signed into law. An update on the RPA Appropriation Bill was given, sharing that the bill would appropriate \$5 million dollars to CMAP to help fulfill the Regional Planning Act obligations established in CMAP's enabling statute. This was not successful in being incorporated into the FY25 budget, but CMAP staff will continue to work with members of the General Assembly in the Governor's office to advance the appropriation and get funding to support CMAP's work.

A highlight from the FY25 budget was shared, noting that a \$150 million transfer from the road fund to the public transportation fund by \$175 million dollars totaling \$325 million. The RTA act requires the road fund to provide \$150 million to the public transportation fund each year, plus funds for RTA's debt service. The remaining of the PTF's annual funding has historically come from the General Revenue Fund. The FY25 BIMP instead increases the transfer from the road fund to the public transportation fund by only \$75 million, totaling \$225 million, it also calls for a \$50 million transfer from the leaking underground storage tank fund (LUST) to be transferred to the Public Transportation Fund. The LUST fund is funded through a fraction of the motor field tax, but is separate from the road fund. Both the 75 million and 50 million transfer included in the FY25 BIMP are one time transfers to occur only in FY25, however sets a precedent for similar transfers in the future.

The main takeaway is that these transfers do not provide new revenues for transportation, but shift the funding burden from the public transportation fund away from the General Revenue Fund. This does not meet the transportation systems operating in capital needs at a time when additional funds

are needed and when long-term sustainability of existing revenue sources continue to be at risk.

Specialist Gougis shared an update on the Climate Equitable Transportation Act, that includes the Metropolitan Mobility Act. This includes consolidating the RTA and service boards into one entity to manage transit in the region.

A legislative update was provided.

4.04 Regional Climate Action Plan

[24-313](#)

Attachments: [Regional Climate Action Planning Memo 7.25.2024](#)

Jared Patton, Senior Planner of Regional Policy and Implementation shared an update on the CPRG Phase 2 Implementation Grants, noting that the IEPA awarded \$430 million for an expansive project to reduce Greenhouse Gas Emissions with no grants being awarded to Northeastern Illinois.

Senior Planner Patton provided an overview of CAP's goals being a 50% reduction in GG by 2030 and net zero by 2050. This reflects the federal goals to meet the Paris agreements. This project is being conducted in partnership with Metropolitan Mayors Caucus and Northwest Indiana Regional Planning Commission. (NIRPC) with a due date of July 2025. The jurisdiction for the project has changed with LaPorte County in Indiana being added to planning area with a focus on implementation.

NIRPC has a three county jurisdiction that includes, Lake, Porter and LaPorte that is now included. Senior Planner Patton shared an updated project timeline to indicate that modeling work has been started with consultants E3 to identify what the best tools are so that recommendations in the plan are meeting the goals of the plan. Senior Planner Patton shared an update on engagement so far, noting that the first meeting for the CAP steering committee was held in June. He shared that engagement is relying on three sector specific working groups made of subject matter experts as well as an equity working group that is going to focus on equity items in the plan. Senior Planner Patton sought feedback from the committee.

Chair Durnabaugh asked if additional participation in the industry working group are needed and if members can help connect with expertise within networks. Planner Patton shared that CMAP is most lacking participation in the private sector and by key industries needed to decarbonize, so large networks within the general Illinois manufacturing community are welcome.

The committee engaged in discussion.

4.05 Regional Transportation Plan

[24-316](#)

Attachments: [20240725 Climate Committee RTP Memo](#)

Julie Reschke, Policy Analyst, provided an update on the Regional Transportation Plan (RTP). The RTP was previously embedded in the ON TO 2050 Plan. It fulfills the federal requirements established for metropolitan planning organizations (MPOs), is essential for access to the federal funding, and is due October 2026. As staff prepares the update to the RTP, they are guided by the following questions:

What is the future transportation system we want?; What are the challenges and opportunities to get there?; and How will we achieve the transportation system we want? The RTP must align with federal goals as well as comply with state mandates and should take into account existing plans from transit agencies and local governments. As part of this process, CMAP reviewed approximately 30 plans adopted by federal, state, county, transit, and other agencies to identify common goals, objectives, and strategies. Increased mobility and accessibility, improved safety and security, and preservation of the existing transportation system were a few of the common goals shared by these agencies. The RTP will build on the transportation vision in the ON TO 2050 Plan, last updated in 2022.

The ON TO 2050 Plan includes transportation recommendations on mobility, community, prosperity, environment, and governance. Policy Analyst Reschke identified the goals of the RTP, the work that has taken place and is underway to achieve these goals, and the region's vision for transportation. Next steps include stakeholder engagement, a public survey, an opportunity to submit research, ideas, policy stances, and the creation of an engagement webpage to coordinate future outreach. Discussion ensued regarding ability to implement the plan, preservation of agriculture, the need for more in-depth conversations regarding tradeoffs and competing goals, and involving freight agencies in the discussion.

The agenda items was discussed.

4.06 Environmental Justice Framework

[24-315](#)

Attachments: [240711 EJFramework Climate Memo](#)

Michael Collins, Policy Analyst presented the Environmental Justice Framework project. Noting that this is part of the broader five year effort of establishing a first equity program area which is an attempt to figure out how to put together all the various pieces of work to meet environmental justice framework. Analyst Collins shared the EJ team includes three different divisions at CMAP, including those with skills in statistics and analysis in policy and planning working together. Analyst Collins shared the project timeline is a one year effort to identify future projects and identify gaps in what we could be doing and aren't doing. The project started with a legal review where CMAP staff was consulted across various departments. Analyst Collins shared that the opportunity to talk to external stakeholders are upcoming. He shared that a lunch and learn may be scheduled in the future to gather feedback and develop training. Analyst Collins sought feedback from the committee.

The agenda item was discussed.

5.0 Committee Member Updates

Ryan Wilson left the meeting at 2:30 pm

6.0 Other Business

There was no other business before the committee.

7.0 Public Comment

Principal Nora Beck shared comments in the zoom chat box during presentations.

Danielle Gallet made comment during the Climate Action Plan Update suggested a private company that could be included in the process for private co representation: Method (soap company); factory is based-in Pullman historic district.

John Paul Jones commented that the Transportation Working Group will need to be broader, along with Building Group. During the overview of the regional transportation plan, John Paul Jones added that relative to job growth when do we factor in the land use like US Steele, Chicago 78, Pullman, Near West, West Loop, Lincoln Park, Redline Extension etc. John Paul Jones stated a statement was submitted through email. Principal Beck apologized and noted the comment was received and she will follow up with John Paul Jones.

8.0 Next Workshop

The Climate Committee will be hosting a fully virtual workshop tentatively scheduled for Thursday, October 24, 2024 at 1 p.m.

9.0 Adjournment

Chair Durnbaugh adjourned the meeting at 2:33 pm.
Minutes prepared by Isaura Velez.



MEMORANDUM

To: Climate Committee

From: CMAP Climate Committee Staff Leads

Date: May 12, 2025

Subject: Fiscal Year 2026 Meeting Schedule

Action Requested: Approval

CMAP staff seek approval of the proposed meeting schedule for Fiscal Year 2025. The following meeting schedule responds to meeting format changes outlined in the updated bylaws. Two workshop meetings are proposed with the option to allow additional meetings at the call of the Chair. Workshop meetings have no quorum requirement and will be entirely remote. One regular meeting is proposed, at which physical quorum is required and any needed actions will be taken.

- **Thursday, July 17 from 1 pm to 2:30 pm.**
This is a workshop meeting held virtually via Zoom.
- **Thursday, October 30 from 1 pm to 2:30 pm.**
This is a workshop meeting held virtually via Zoom.
- **Thursday, February 26 from 1 pm to 2:30 pm.**
This is a workshop meeting held virtually via Zoom.
- **Thursday, May 14 from 1 pm to 2:30 pm.**
This is a regular meeting with quorum required at CMAP offices:
433 W. Van Buren St., Suite 450, Chicago, IL 60607

Action Requested: Climate Committee Approval



MEMORANDUM

To: Climate Committee

From: CMAP Staff

Date: May 22, 2025

Subject: 2026 Regional Transportation Plan Emerging Priorities Report

Action Requested: Informational

The development of the 2026 Regional Transportation Plan (RTP) follows a performance-based framework that helps to identify strategies to achieve regional priorities. This framework consists of four key elements – goals, objectives, performance measures, and strategies. The attached *Emerging Priorities* report serves to address the goals and objectives of the RTP. Notably, this report will not be appended to the final RTP and can change during the report’s development. Rather, it will be used to inform the policy discussions that are ultimately reflected in the final RTP. As such, the *Emerging Priorities* report represents a crucial first step in the RTP development process to build consensus around the outcomes the region wants to achieve.

The goals and objectives outlined in the report reflect and reaffirm the priorities of ON TO 2050. They are also informed by early-stage plan development activities, which have included a review of adopted transportation plans throughout the region, presentations and discussions with stakeholders, and internal policy research. As such, the report reflects longstanding transportation priorities while incorporating recent trends and emerging challenges.

The *Emerging Priorities* report proposes the following goal areas and objectives:

- **Goal: Strengthen connections between people and places**
 - Improve reliability and manage congestion
 - Improve incident detection and management
 - Expand multimodal access
 - Achieve universal ADA accessibility
- **Goal: Prioritize safety and public health**
 - Advance Safe System Approach policies and practices
 - Prioritize speed management
 - Improve the safety of active transportation infrastructure

- Foster public health
- **Goal: Mitigate pollution and invest in resilient infrastructure**
 - Reduce pollution from the transportation sector
 - Improve the resilience of infrastructure vulnerable to extreme weather
 - Protect natural resources
- **Goal: Support economic prosperity and inclusive growth**
 - Leverage the transportation system to support local development goals
 - Prioritize multimodal access to regional employment and economic centers
 - Promote the efficiency of the national freight network in the region
 - Foster a high quality of life in communities adjacent to freight activity
- **Goal: Strategically govern, fund, and preserve the transportation system**
 - Fund the preservation of the existing system
 - Prioritize projects that maximize benefits
 - Maintain and expand revenue sources
 - Facilitate government collaboration
 - Prepare for emerging technology

The attached report includes descriptions of the objectives under each goal, with references to recent trends, emerging challenges, and priorities that have been expressed by transportation stakeholders and identified through research. **At the committee meeting, CMAP staff will engage the members in a discussion focused on the climate-related goal area and its connections to other regional transportation planning priorities.**

The goals and objectives will guide the development of the 2026 RTP, serving as a bridge between early research and the final plan. Upcoming phases of work, including data analysis, policy development, and performance measurement will help advance these priorities. Moving forward, CMAP will continue conducting extensive engagement to further inform the development of the plan, including public questionnaires, resource group meetings, and briefings with agencies and organizations. All project materials will be available on the project website, at <https://engage.cmap.illinois.gov/2026-rtp>.

Emerging Priorities



2026 Regional Transportation Plan



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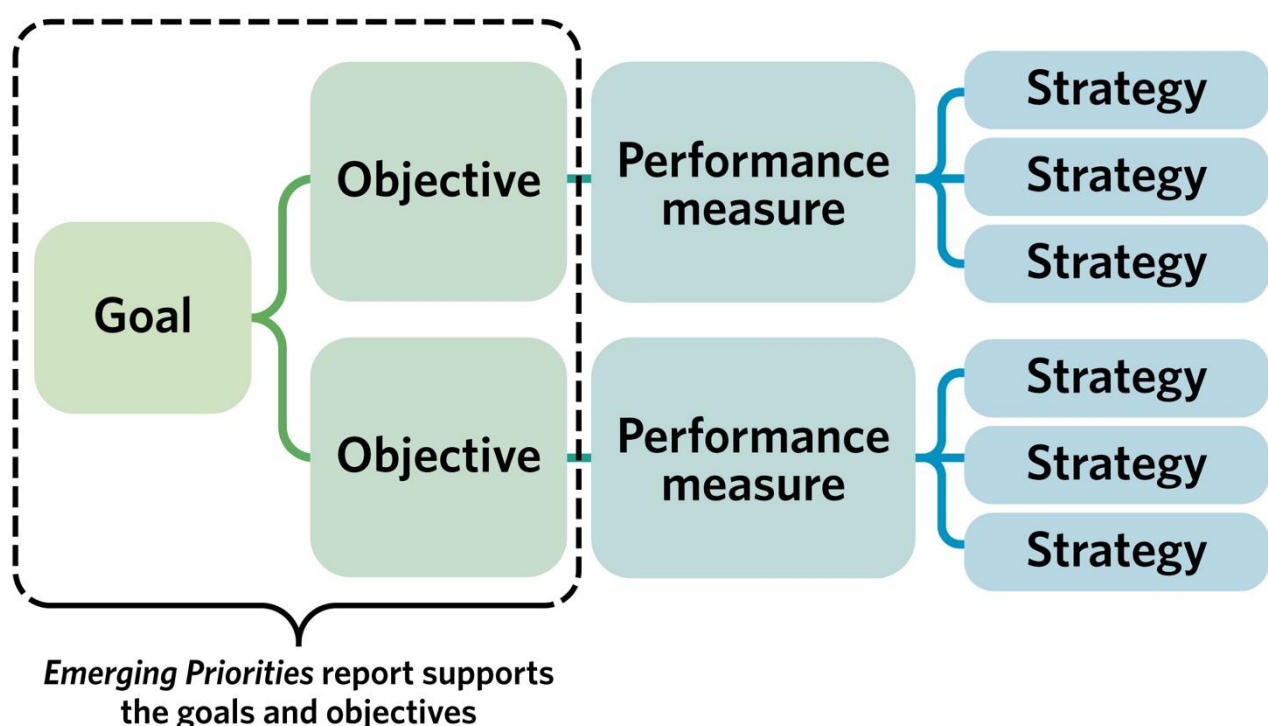
Introduction

The development of the 2026 Regional Transportation Plan (RTP) follows a performance-based framework that helps identify strategies to achieve regional priorities. This framework consists of four key elements – goals, objectives, performance measures, and strategies:

- **Goals** are broad statements that define the region’s vision for transportation in alignment with ON TO 2050 and other regional plans.
- **Objectives** are distinct steps that support each goal and provide more specific areas of focus. Objectives help shape priorities and define what success looks like.
- **Performance measures** are quantifiable metrics that track progress achieving goals and objectives. Performance measures help evaluate performance, track trends, and ensure accountability.
- **Strategies** are actions to advance goals, achieve objectives, and meet performance measures. Strategies describe what actions are necessary to improve the transportation system, which may include specific investments or policy changes.

The process to develop the 2026 RTP begins with building consensus around outcomes the region wants to achieve. The *Emerging Priorities* report serves to achieve this crucial first step by outlining high-level goals and objectives that have emerged from research and stakeholder engagement. Upcoming phases of work — such as data analysis, policy development, and the identification of performance metrics — will help advance these priorities. As such, the report serves as a bridge between early research and the final plan.

Figure 1: Framework to guide RTP development



The goals and objectives outlined in this report reflect and reaffirm the priorities of ON TO 2050. They represent longstanding commitments in the region for the future of transportation. They are also informed by emerging priorities identified through activities conducted for the development of this report, which included facilitated discussions with partners, direct stakeholder engagement, and a thorough review of existing plans and research.

The process began with a comprehensive review of approximately 30 transportation plans adopted by entities at the federal, state, regional, and local levels, to establish a foundational understanding of the transportation outcomes the region wants to achieve, culminating in a memo that broadly summarized goals, objectives, and strategies.¹ This initial research supported subsequent presentations and conversations with stakeholders about potential goals for the 2026 RTP, including with the Chicago Metropolitan Agency for Planning (CMAP) Board and Committees, working groups, and individual transportation partners to further discuss their priorities. Finally, CMAP staff conducted an internal review of recent policy-related studies and plans, to capture and integrate relevant findings, recent trends, and emerging challenges.

This report marks a critical milestone in the development of the 2026 RTP. The next phase includes analyzing existing conditions and identifying performance measures. Later in the process, the region will collaborate to translate these priorities into detailed strategies and investment priorities that will guide the region's transportation future. Throughout each of these key phases, CMAP will continue to work closely with local governments, transportation agencies, businesses, and community organizations to help inform the 2026 RTP.

¹ Chicago Metropolitan Agency for Planning, "Plan Inventory for the 2026 Regional Transportation Plan," May 20, 2024, <https://cmap.legistar.com/View.ashx?M=F&ID=12978087&GUID=F141695E-F2D5-4ABA-8F1C-675FED4D4A68>.

2026 RTP emerging priorities

The 2026 RTP builds on the vision established in ON TO 2050, which set the overarching principles of inclusive growth, resilience, and prioritized investment. Through regional collaboration and a shared vision for tomorrow, the 2026 RTP sets the following goals and objectives:



Strengthen connections between people and places

- Improve reliability and manage congestion
- Improve incident detection and management
- Expand multimodal access
- Achieve universal ADA accessibility



Prioritize safety and public health

- Advance Safe System Approach policies and practices
- Prioritize speed management
- Improve the safety of active transportation infrastructure
- Foster public health



Mitigate pollution and invest in resilient infrastructure

- Reduce pollution from the transportation sector
- Improve the resilience of infrastructure vulnerable to extreme weather
- Protect natural resources



Support economic prosperity and inclusive growth

- Leverage the transportation system to support local development goals
- Prioritize multimodal access to regional employment and economic centers
- Promote the efficiency of the national freight network in the region
- Foster a high quality of life in communities adjacent to freight activity



Strategically govern, fund, and preserve the transportation system

- Fund the preservation of the existing system
- Prioritize projects that maximize benefits
- Maintain and expand revenue sources
- Facilitate government collaboration
- Prepare for emerging technology

The remainder of the report discusses each of the five goals listed above in more detail, describing research findings and their potential implications in the 2026 RTP.

The 2026 RTP is grounded in the need to ensure that all communities in northeastern Illinois benefit from transportation investments and policies. It acknowledges that the transportation system should provide safe, reliable, and affordable travel options for all residents – regardless of race, income, ability, or age. Consequently, the 2026 RTP will prioritize improvements that address disparities in access to jobs, education, healthcare, and other essential services. It will also meaningfully engage communities that have been disproportionately affected by past transportation decisions, ensuring their voices help shape the region’s future. Given the broad and interconnected nature of this topic, disparate impacts are a primary consideration for each goal. Upcoming data analysis will explore this topic further, and corresponding engagement activities will ensure that affected communities have the opportunity to provide input. This approach ensures that the RTP development process is both data-driven and rooted in the lived experiences of people throughout the region.

Strengthen connections between people and places



Transportation, first and foremost, serves to connect people and places. Northeastern Illinois has a vast and extensive transportation system spanning all modes of travel. How well this system works depends on three key concepts: mobility, connectivity and accessibility. Mobility refers to the ability to travel efficiently from one place to another, often measured by speed and ease of movement. Connectivity describes how well different parts of the transportation network are linked, ensuring seamless travel between destinations. Accessibility, however, goes beyond movement—it focuses on how easily people can reach jobs, schools, healthcare, and other essential services. While increasing mobility can help improve accessibility, simply moving vehicles faster does not always create better access to opportunities. Strengthening connections between people and places requires working towards a balance of mobility, connectivity and accessibility, which can, in turn, promote health and safety, foster environmental sustainability, support economic prosperity, and more.

As the region recovers from the pandemic’s impact on travel patterns and transit ridership, strengthening these connections has become even more critical. Initiatives like Mobility Recovery, the Plan of Action for Regional Transit, and RTA’s Transit is the Answer have emphasized the need for stronger, financially secure transit while reimagining how we move throughout the region.² Emerging transportation technology, micro-mobility, and shared mobility (e.g., e-bikes, scooters, and carsharing) will continue to change how we move in the coming decades, introducing new considerations for transportation planners.

Improve reliability and manage congestion

Congestion remains a major challenge for the region, increasing travel costs, delaying goods movement, reducing overall mobility, and impacting emissions and safety. Addressing congestion requires a strategic approach that manages demand and improves system reliability — a priority identified by transportation partners across the region. While peak-hour congestion is a persistent issue, nonrecurring delays caused by crashes, weather, and

² Chicago Metropolitan Agency for Planning, “Mobility Recovery,” January 2023, <https://storymaps.arcgis.com/stories/88db4e4032674cdd893908446329f229>; Chicago Metropolitan Agency for Planning, “Plan of Action for Regional Transit,” December 2023, https://cmap.illinois.gov/wp-content/uploads/Plan-of-Action-for-Regional-Transit_Dec2023.pdf; Regional Transportation Authority, “Transit is the Answer,” <https://transitistheanswer.org/>.

construction further contribute to unpredictable travel times, affecting all modes of transportation.

For a thriving metropolitan region with significant economic activity and diverse travel needs, congestion will always remain a challenge. Furthermore, the causes of congestion vary widely across the region on different types of facilities and in different land use contexts, and as such, strategies should be tailored appropriately. However, there are opportunities for transportation stakeholders to collaborate on minimizing non-recurring delays and increasing the efficiency of the transportation system. Intelligent Transportation Systems (ITS) applications—including traffic signal modernization, transit signal priority, and active traffic management—can provide significant gains towards more reliable travel.

Managing congestion requires implementing solutions that are based on data and performance, and that will provide long-lasting reliability and efficiency improvements. An important factor to consider when expanding road capacity is induced vehicle travel, which refers to the increase in driving that occurs when travel becomes faster and easier. In the long run, this can lead to more development in car-dependent areas and an overall increase in traffic volume and vehicle ownership. Because of these effects, transportation stakeholders have emphasized the need to carefully consider induced travel when evaluating strategies to manage congestion.

As the RTP development process moves forward, strategies for managing congestion and improving reliability – such as expanding transit service, improving bike and pedestrian options, and managing demand through pricing or operational improvements – will be organized into a tiered hierarchy, guiding the region towards a wholistic approach that prioritizes strategies that are most effective and in best alignment with regional goals. This approach will help ensure that solutions are right for their context, financially sustainable, and successful over the long-term.

Improve incident detection and management

Efficient incident detection and management is critical not only for enhancing safety but also for reducing congestion and improving system resilience. With the increasing frequency of extreme weather events, rapid response strategies are becoming even more essential to maintain mobility and ensure safety. There is a growing opportunity to use Intelligent Transportation Systems (ITS) technologies, active traffic management, and data-driven tools to detect and respond to incidents more quickly and effectively. By improving incident response coordination and leveraging technology, agencies can reduce crash-related delays, enhance emergency response times, and create a safer, more adaptive transportation system.

Expand multimodal access

Northeastern Illinois has a multimodal transportation system, meaning it provides multiple travel options – including driving, public transit, biking and walking – to meet the diverse needs of residents. Many people across the region rely on transit, sidewalks, and bike networks for

their daily trips, whether commuting to work, accessing services or traveling for leisure. However, the opportunities and challenges related to multimodal access vary across different parts of the region, shaped by land use patterns, development densities, and existing infrastructure.

The region includes a wide range of contexts, each with distinct transportation needs:

- Dense urban area, such as Chicago and some inner-ring suburbs, have well-developed transit systems, walkable neighborhoods and bike infrastructure, making multimodal travel a key part of daily life. In these areas, improving reliability, frequency and accessibility of transit – along with expanding protected bike lanes and pedestrian infrastructure – can make multimodal options more viable and convenient.
- Suburban communities feature a mix of transit-oriented districts, residential neighborhoods, and commercial corridors, where improving first- and last-mile connections to Metra stations, expanding Pace bus service, and adding sidewalks and bike infrastructure can make multimodal travel more practical and attractive.
- Rural and exurban areas tend to have limited transit access and longer travel distances, making driving the dominant mode. However, opportunities exist to expand on-demand transit services, improve regional bike connections, and implement infrastructure that supports safer walking and biking where feasible.

Expanding multimodal options gives travelers more flexibility and choice, improving access to jobs, schools, and other destinations. Increasing opportunities for travelers to shift away from single-occupancy vehicles reduces congestion, lowers emissions, and improves safety for all road users. The 2026 RTP will identify policies, strategies, and investments to expand multimodal access and ensure that people across the region have safe, reliable, and convenient transportation choices.

A financially sustainable system is central to expanding multimodal travel. The COVID-19 pandemic brought significant changes in travel patterns, leading to a sharp decline in public transit ridership and creating financial challenges for transit agencies. While emergency federal funding provided temporary relief, those funds are set to expire, and ridership has yet to return to pre-pandemic levels—resulting in an anticipated budget shortfall. Building on efforts such as Mobility Recovery, the Plan of Action for Regional Transit, and Transit is the Answer, the 2026 RTP will support long-term transit recovery and ensure that transit remains a reliable and viable option for communities across the region.

Achieve universal ADA accessibility

Ensuring the region's transportation infrastructure is accessible to all is essential, particularly as aging infrastructure presents challenges for mobility and connectivity. Under Title II of the Americans with Disabilities Act (ADA), public agencies must provide equal access to programs, services, and facilities, ensuring that individuals with disabilities can fully participate in and benefit from the transportation system. While CMAP continues to support local governments through education, technical assistance, and planning resources, the RTP provides an opportunity to advance ADA accessibility at the regional level. The plan will explore strategies to accelerate ADA compliance, improve access to transit and pedestrian infrastructure, and enhance mobility for all residents, reinforcing the region's commitment to an inclusive and well-connected transportation network.

Improving equity in transportation fees, fines, and fares

According to CMAP's [*Improving Equity in Transportation Fees, Fines, and Fare report*](#), transportation costs represent a significant financial burden for many households, particularly for those with limited income. User fees, fines, transit fares and vehicle-related expenses often have a greater impact on lower-income residents. While there are beneficial programs in the region, such as the Illinois Tollway [*I-PASS Assist Program*](#) and the Regional Transportation Authority's [*Discounted Fare and Ride Free Programs*](#), transportation costs are typically not adjusted based on ability to pay. Additionally, many individuals lack access to convenient transit or other transportation alternatives, leaving them with few options other than driving, which adds further costs related to fuel, maintenance, and vehicle ownership.

Addressing these challenges requires a comprehensive approach that considers affordability, access, and systemwide improvements. Strategies that can help reduce cost burdens include expanding reduced fare programs, adjusting fees based on income, reforming traffic and parking fines, and improving multimodal travel options. These approaches, among others, will be explored further in the 2026 RTP to identify solutions that support affordability and access while maintaining a financially sustainable transportation system.

Even before the COVID-19 pandemic, many residents — particularly those in historically underserved communities — faced significant mobility challenges. The pandemic further highlighted and, in many cases, worsened these disparities. The 2026 RTP provides an opportunity to advance a more inclusive and resilient transportation network, strengthening connections between communities.

Prioritize safety and public health



Improving travel safety remains a top priority at all levels of government to reduce traffic-related injuries and fatalities. Plans across northeastern Illinois emphasize the need for safer roadways, improved infrastructure, and policies that protect all travelers, including pedestrians, cyclists, transit-users, and drivers. The urgency to address these issues has only grown, particularly in response to the increase in traffic fatalities occurring during the COVID-19 pandemic. Complete Streets and the Safe System Approach both provide frameworks for designing and operating roadways that prioritize safety for all users.³ These strategies not only prevent crashes and save lives but also contribute to congestion management, improved air quality, and enhanced public health.

Advance Safe System Approach policies and practices

Across the United States, transportation agencies are increasingly adopting the Safe System Approach, which layers multiple strategies to reduce the likelihood of crashes and minimizes the severity of those that do occur. This approach is guided by several key principles: that death and serious injuries are unacceptable, humans make mistakes, humans are vulnerable, responsibility is shared, safety is proactive, and redundancy is critical. This shift in traffic safety culture represents a significant pivot away from past approaches that focused primarily on high-crash locations and vehicular safety.



Figure 2. The Safe System Approach, FHWA

The Safe System Approach is shaping planning efforts across the region, including the Safe Travel for All county safety action plans. The 2026 RTP presents an opportunity to further integrate these principles into the regional transportation planning process.

³ Chicago Metropolitan Agency for Planning, “Complete Streets,” <http://cmap.illinois.gov/focus-areas/planning/complete-streets/>; U.S. Department of Transportation, “What Is a Safe System Approach,” last modified January 14, 2025, <https://www.transportation.gov/safe-system-approach>.

Prioritize speed management

Managing vehicle speed is a critical component of improving roadway safety. Between the years 2015 and 2021, speed was a contributing factor in 34 to 43 percent of fatal crashes, resulting in approximately 370 to 460 speed-related deaths annually in northeastern Illinois.⁴ Speed impacts safety in multiple ways, including reaction time, field of vision, kinetic energy, and crash severity. Recent trends show that crashes are becoming more severe, as more vehicles are now larger and heavier, a trend expected to continue with the increased adoption of electric vehicles.

Strategies to reduce excessive speeds and enhance safety include:

- Improving roadway design to reduce speeding and minimize safety risks.
- Lowering speed limits in areas where people walk, bike and use transit.
- Encouraging safe driving behavior through education, policy updates, and equitable enforcement.

Effectively implementing these strategies will save lives and ensure a safer transportation network for all users.

Improve the safety of active transportation infrastructure

Bicyclists and pedestrians are among the most vulnerable roadway users. Small increases in speed significantly increase the likelihood of severe injuries or fatalities.

Complete Streets solutions ensure that roads are planned, designed, operated, and maintained to accommodate all users regardless of age, ability, or travel mode. These principles are advanced through local and regional policy adoption, specific design treatments that enhance safety, and targeted investments in bikeway and pedestrian infrastructure. Communities throughout the region have expanded networks of active transportation facilities, yet there remains a need to accelerate

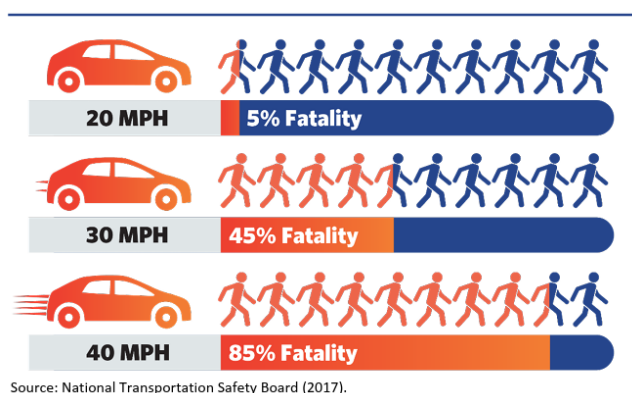


Figure 3. Higher speeds increase the likelihood of a pedestrian fatality, National Transportation Safety Board (2017)

⁴ Chicago Metropolitan Agency for Planning, "Speed Management: Addressing our regional traffic safety crisis," June 2024, https://cmap.illinois.gov/wp-content/uploads/dlm_uploads/Speed-Management-Report_CMAP_2024.pdf.

implementation efforts. Advancing local bicycle and pedestrian safety plans will help ensure that these improvements are realized at scale and provide safe, connected travel options for all travelers.

Foster public health

Transportation and land use decisions play a critical role in public health outcomes, particularly for communities that have been disproportionately affected by pollution, traffic-related injuries, and limited access to safe and reliable transportation options. Throughout the region, historically underserved communities are more likely to experience higher exposure to air pollution, increased rates of asthma, and other respiratory conditions, as well as greater traffic safety risks due to infrastructure gaps, railroad crossings, and high-speed roadways.

Addressing these disparities is essential to creating a transportation system that improves public health and quality of life for everyone. Looking ahead, the 2026 RTP will include a disparate impact assessment to better understand how transportation-related burdens – such as pollution, infrastructure gaps and safety risks – disproportionately affect different communities across the region. This analysis will consider cumulative burden, recognizing how multiple environmental stressors, particularly those related to transportation, compound to negatively impact human health and wellbeing.

Mitigate pollution and invest in resilient infrastructure



ON TO 2050 establishes a strong foundation for fostering sustainability and resilience, emphasizing climate preparedness, water resource management, and development practices that protect natural resources.⁵ In recent years, CMAP and its partners have advanced these goals through a range of efforts, from natural resources conservation to climate mitigation and adaptation strategies. As individuals and communities increasingly prepare for the effects of a changing climate — including more frequent flooding and extreme heat — many are also making commitments to reduce pollution from the transportation sector. Given the strong connection between transportation and environmental outcomes, the 2026 RTP presents an opportunity to further integrate sustainability and resilience into regional decision-making.

Reduce pollution from the transportation sector

ON TO 2050 sets a goal for “a region prepared for climate change” and includes an ambitious greenhouse gas (GHG) emissions reduction target of 80 percent below 1990 levels by 2050. As one of the largest sources of emissions in the region, ON TO 2050 recommends several transportation sector-focused strategies to reduce GHG emissions, including the increased adoption of electric vehicles, implementation of electric vehicle charging infrastructure, increased regional transit ridership through mode shift and other strategies, and expanded bicycle and pedestrian infrastructure.

Since the adoption of ON TO 2050 in October 2018, progress has been made in these areas. Agencies have expanded electric fleets, municipalities have developed and implemented active transportation plans, and research continues to identify strategies to reduce vehicle miles traveled (VMT). However, the 2019 regional GHG emissions inventory found that, while overall emissions have declined since 2010, transportation-related emissions have increased.⁶

While emissions are generated by a variety of transportation sources – including agricultural and construction vehicles and equipment, locomotives, maritime vessels, and aircraft – most originate from passenger cars and trucks. Given this reality, the RTP will play a key role in advancing emissions reduction strategies, informed by ongoing efforts such as the

⁵ Chicago Metropolitan Agency for Planning, “ON TO 2050,” 138, October 2018, <https://cmap.illinois.gov/regional-plan/goals/>.

⁶ Chicago Metropolitan Agency for Planning, “Regional greenhouse gas emissions inventory,” 2022, https://cmap.illinois.gov/wp-content/uploads/Greenhouse_Gas_Emission_Inventory_2022.pdf.

Comprehensive Climate Action Plan for Greater Chicago.

Key priorities for reducing pollution and improving air quality include:

- Expanding vehicle electrification across all modes and the provision of charging infrastructure, while ensuring that charging needs are met with clean energy sources.
- Encouraging mode shift by enhancing transit, biking, and walking options.
- Increasing collaboration between regional transportation planners and critical stakeholders, such as utilities, freight representatives, local municipalities, and others to support implementation of effective transportation decarbonization efforts.

The 2026 RTP will incorporate strategies to accelerate the adoption of electric and alternative-fuel vehicles, expand EV charging infrastructure, enhance transportation efficiency, and encourage mode shift to transit and active transportation.

Improve the resilience of infrastructure vulnerable to extreme weather

Beyond pollution mitigation, ON TO 2050 emphasizes the need to prepare for more extreme weather conditions by strengthening infrastructure. The urgency to adapt to a changing climate continues to grow as northeastern Illinois experiences more frequent flooding, extreme heat, and severe storms. These hazards have direct consequences for the region's transportation system, causing damage to infrastructure, travel disruptions, and safety risks.

Urban areas – particularly Chicago's south and west sides, suburban Cook, as well as Aurora, Elgin, Joliet, and Waukegan – demonstrate higher vulnerability due to stormwater challenges and heat exposure. However, every county in the region contains transportation infrastructure at high or very-high risk of flooding, making resilience a region-wide priority. The 2026 RTP will advance efforts to strengthen the transportation network's ability to withstand these impacts.

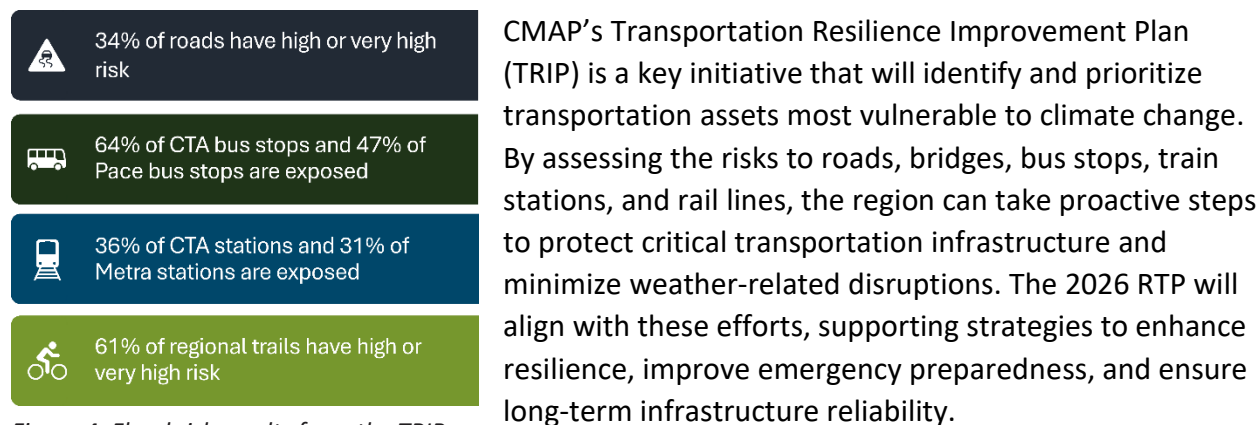


Figure 4. Flood risk results from the TRIP Risk-based Vulnerability Assessment.

Protect natural resources

The region's approach to transportation planning plays a critical role in preserving and protecting natural resources. Stakeholders throughout northeastern Illinois have emphasized the importance of conserving water resources, preventing habitat fragmentation, preserving natural and agricultural lands, and more. As transportation infrastructure expands or is modernized, it is essential to balance mobility needs with environmental stewardship. The 2026 RTP will help guide the future of the regional transportation system in a way that supports mobility goals while safeguarding ecosystems that provide valuable environmental and quality of life benefits.

Support economic prosperity and inclusive growth



Northeastern Illinois' economy is powered by its extensive and interconnected transportation system. A vast network of roads, rails, and waterways connect millions of people with destinations that advance economic prosperity for local communities, the region, state, and nation. In addition to making connections for local residents, the transportation system also facilitates the economically impactful industry of travel and tourism. Furthermore, the region is a critical hub for goods movement, supporting \$365 billion in domestic trade and \$245 billion in international trade each year.⁷ Looking ahead, the 2026 RTP will explore strategies to further leverage the region's transportation assets to support economic prosperity and inclusive growth.

Leverage the transportation system to support local development goals

The diverse communities of northeastern Illinois have unique economic and land use needs, shaped by local market conditions, industry composition, and transportation infrastructure. From the urban commercial core of downtown Chicago to the agricultural areas of Kendall County, the region has a spectrum of transportation-related needs and opportunities. Tailoring transportation strategies to the needs of specific communities can help maximize the impact of infrastructure investments.

Many communities face economic challenges linked to transportation gaps, including insufficient transit access, outdated infrastructure, and disconnected job centers. Accounting for unique local context is critical to identify effective solutions. For example, mitigating freight congestion in Will County warrants an approach distinct from facilitating transit access to newly residential areas in McHenry County. The 2026 RTP will explore approaches that align transportation planning with local development priorities, ensuring that investments support economic growth, job creation, and industry-specific transportation needs.

Prioritize multimodal access to regional employment and economic centers

ON TO 2050 reinforces the importance of investing within existing communities to strengthen economic opportunity. Infill development — leveraging existing transportation infrastructure to support growth — can promote broad, multimodal access to key economic destinations, such as major employers, commercial centers, and essential services. Communities across northeastern Illinois are actively seeking to attract new businesses and developments that can

⁷ Chicago Metropolitan Agency for Planning, "Emerging Priorities for ON TO 2050," October 2016, <https://cmap.illinois.gov/wp-content/uploads/FY17-0016-Priorities-Report-Final.pdf>.

serve as economic centers. While most development sites are accessible by car, transportation partners have emphasized the need to expand access via transit, biking, and walking to increase economic participation and manage congestion. The 2026 RTP will examine strategies to enhance multimodal connections to employment hubs, ensuring that workers and businesses alike benefit from a well-connected, efficient transportation system.

Promote the efficiency of the national freight network in the region

With its 30,000 miles of highways, 3,900 miles of rail, 100 miles of waterways, and multiple major airports, northeastern Illinois is a critical hub for freight movement.⁸ Access to this extensive freight network is a major competitive advantage for industries such as manufacturing, construction, and retail trade. CMAP's ongoing development of the Regional Freight System Assessment found that – in 2023 and 2024 respectively – industries in the region used the freight network to transport goods collectively worth over a trillion dollars and provide more than 210,000 jobs.

While progress has been made in reducing rail and truck bottlenecks through efforts like the [Chicago Region Environmental and Transportation Efficiency \(CREATE\)](#) program, freight congestion remains a challenge. The 2026 RTP will identify opportunities to enhance the efficiency of freight operations, exploring investments and policies that support smarter logistics, infrastructure modernization, and operational improvements to ensure that goods movement remains a competitive strength for the region.

Foster a high quality of life in communities adjacent to freight activity

Freight movement is a key driver of regional economic growth, supporting jobs, businesses and the movement of goods throughout northeastern Illinois and beyond. The region's highways, rail lines, intermodal facilities, waterway and airports play an essential role in keeping supply chains efficient and ensuring businesses remain competitive. However, while freight infrastructure and activity bring economic benefits, they also create challenges for communities located near industrial and logistics hubs.

High levels of truck and rail traffic can result in noise pollution, degraded air quality and increased safety risks, particularly in areas with high residential densities, schools and other sensitive land uses. Truck congestion can contribute to wear and tear on local roads, while idling and emissions from diesel engines can have long-term public health and environmental impacts. Additionally, the movement of heavy freight vehicles through communities can create pedestrian and cyclist safety concerns, limiting mobility for those who walk, bike, or rely on transit. The 2026 RTP will explore strategies to balance freight efficiency with community well-

⁸ Chicago Metropolitan Agency for Planning, "Regional Strategic Freight Direction," February 2018, https://cmap.illinois.gov/wp-content/uploads/FINAL-Regional-Strategic-Freight-Direction-with-cover_2-6-18.pdf.

being by identifying solutions that reduce negative impacts while maintaining the economic benefits of freight activity.

Strategically govern, fund, and preserve the system



The region's extensive transportation network is a critical asset, but maintaining, modernizing, and operating this vast system requires sustained attention and investment. Much of our region's transportation infrastructure traces its origins back a century or more, reflecting its legacy as one of the nation's oldest systems – one that requires a significant level of continued investment. Alongside the significant need for system preservation, transportation agencies are also planning for new projects that address changing travel patterns and emerging challenges. Managing and funding the region's complex transportation system involves multiple levels of government, each with distinct responsibilities and jurisdictions. As the region looks toward 2050, there is an opportunity to strengthen the coordination, funding, and administration of transportation investments to support the long-term viability of the system.

Fund the preservation of the existing system

The transportation system in northeastern Illinois is one of the largest and most established in the nation, reflecting generations of investment in road, rail, waterway, and airport infrastructure. While this legacy provides the region with a robust transportation system, it also presents a growing maintenance backlog, as many critical assets are reaching the end of their useful life. In particular, the region has significant preservation needs for roads, bridges, rail, and transit facilities such as stations and vehicles. To protect the long-term viability of the system, it is essential to prioritize investment in maintaining and modernizing existing infrastructure.

To effectively manage maintenance needs, CMAP and its partners recognize the potential to improve asset management through better data collection and analysis. Enhanced data and decision-making tools can help agencies prioritize the most cost-effective investments – but these resources are not fully integrated into programming processes, ultimately limiting their impact. Given the scale of infrastructure reinvestment needed over the coming decades, it will be critical for the 2026 RTP to develop strategies that prioritize achieving a state of good repair across the region's transportation system.

Prioritize projects that maximize benefits

Strategic capital investments play a key role in shaping the future of the region’s transportation system. In recent years, transportation agencies have strengthened collaboration to identify regionally impactful projects that should be prioritized for state and federal funding. For example, transportation partners have coordinated regularly to [publish materials](#) that highlight priority projects for grant funding. This collaboration has continued into project implementation as well; CMAP, IDOT, and the Chicago Transit Agency jointly invested in a process to establish a corridor development office for the I-290 Blue Line Modernization project. This coordinated approach to transportation investment should be expanded and reinforced to ensure that limited funding is directed towards projects that deliver the greatest regional benefits. The 2026 RTP will support this effort by evaluating Regional Capital Projects and complementary investment strategies that prioritize projects to advance regional goals.

Maintain and expand revenue sources

Achieving the region’s vision for transportation requires sustainable and sufficient funding. However, in recent years, traditional revenue sources have not kept pace with rapidly rising costs. Some sources, such as the Motor Fuel Tax (MFT), have become less effective due to changes in vehicle fuel efficiency, leading to declining revenues. Similarly, the region’s transit system is approaching a fiscal cliff, and securing sustainable funding is essential to its long-term viability.⁹ While some transportation projects have benefitted from competitive discretionary funding at the state and federal levels, the regional system requires more stable and predictable revenue sources to support operations, maintenance, and modernization over the long term. The 2026 RTP will develop a financial plan to fund transportation projects through 2050, exploring innovative approaches to fill funding gaps and address emerging needs.

Facilitate government collaboration

Coordination between transportation agencies is essential for advancing regional priorities and ensuring that infrastructure investments are efficient and effective. Many transportation projects — particularly those improving multimodal connectivity — involve multiple jurisdictions that oversee different assets, such as sidewalks, roads, and transit routes. Opportunities exist to coordinate traffic operations with transit service to smooth traffic flow, avoid duplication, and provide a seamless traveler experience. Furthermore, projects that demonstrate multi-agency coordination may perform more competitively in applications for state and federal funding. The 2026 RTP will explore strategies to support strong collaboration among transportation partners to coordinate investments, align policies, and work together to

⁹ Securing sustainable transit funding is explored in further detail in the “expand multimodal access” objective on page nine.

advance shared goals. Strengthening intergovernmental partnerships will be essential to continue delivering an integrated and well-functioning transportation system for the region.

Prepare for emerging technology

Advancements in transportation technology present both opportunities and challenges for the region's transportation system. Intelligent Transportation System (ITS) technologies and other technology-driven solutions have the potential to enhance safety, improve traffic flow, and increase efficiency across roadways and transit networks. For example, modernizing traffic signals represents a cost-effective strategy to optimize roadway performance, which should be prioritized before considering major roadway expansions.

As the transportation system integrates new technologies, such as vehicle automation, vehicle to vehicle communication, and vehicle infrastructure communication, it is essential to anticipate potential risks and ensure that systems remain secure and resilient. Cybersecurity is an emerging concern as more transportation functions shift online, requiring proactive strategies to safeguard critical infrastructure. The 2026 RTP will research emerging technologies and develop strategies to responsibly integrate new innovations into the regional transportation system, ensuring that technology adoption enhances efficiency while protecting public safety and security.

Looking ahead

The 2026 RTP presents an opportunity to reflect the transportation goals of communities across northeastern Illinois and chart a path to achieve them. This *Emerging Priorities* report outlines the key priorities that will guide the plan's development, serving as a foundation for further outreach, policy research, and strategy development.

CMAP is developing a series of policy briefs to explore critical transportation topics, expanding on the priorities identified in this report as well as federal requirements and input from regional partners. These briefs will address emerging technologies, innovative financing, transportation asset management, and other key issues. The findings from these policy briefs will further strengthen the region's understanding of critical transportation topics and provide the information needed to develop implementation strategies.

In addition, CMAP will conduct extensive engagement throughout 2025 and early 2026 to further inform the development of the plan. This effort will build on the engagement activities that contributed to this report and will include:

- Public questionnaires to gather insights from people across the region.
- Resource group meetings with subject-matter experts and transportation partners.
- Briefings with agencies and community organizations to ensure alignment with local and regional priorities.
- Focused equitable engagement activities to elevate the voices of historically underrepresented communities.

The questionnaire, plan development materials, project details, and more will all be available on the project website, at engage.cmap.illinois.gov/2026-rtp.

The adoption and implementation of the 2026 RTP will strengthen our region, fostering greater connectivity and resilience. Guided by performance-based decision-making, the RTP will drive effective transportation solutions that enhance economic opportunities and improve quality of life for all. By advancing a vision that integrates mobility, economic vitality, and community well-being, the RTP will help build a more livable and prosperous northeastern Illinois for generations to come.

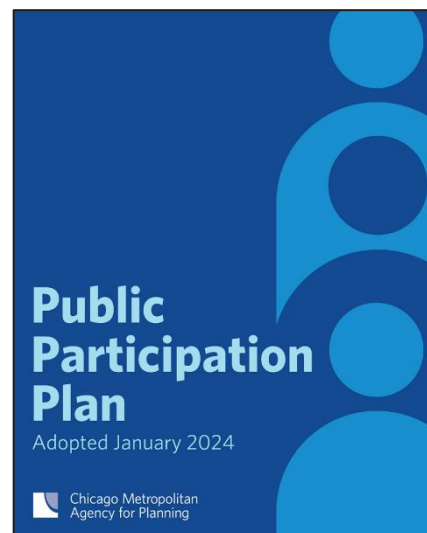
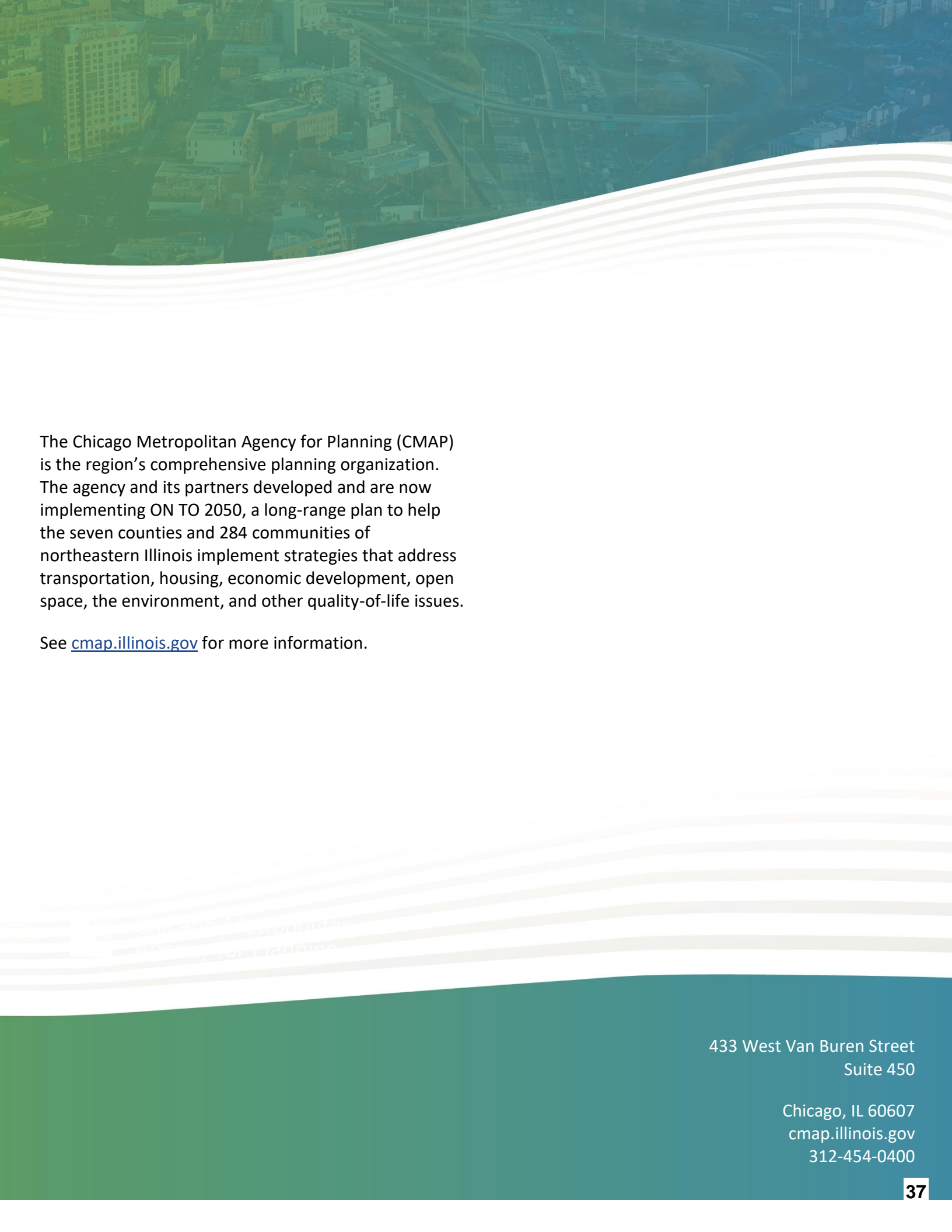


Figure 5. The 2026 RTP will advance and remain consistent with CMAP's recently updated Public Participation Plan.



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 seven 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 Climate Committee

From: CMAP Staff

Date: May 15, 2025

Subject: Update on the Comprehensive Climate Action Plan for the Greater Chicago area

Action Requested: Discussion

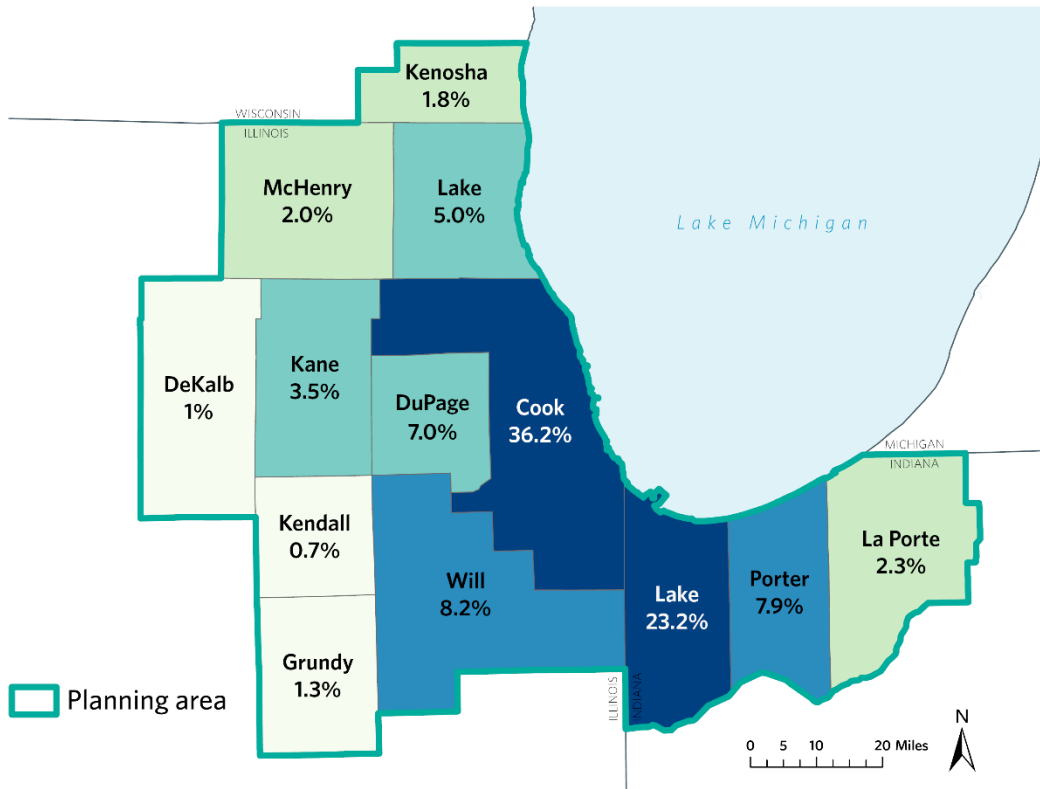
CMAP staff seeks to update the CMAP Climate Committee on the development of the Comprehensive Climate Action Plan (CAP) for the Greater Chicago area, with funding from U.S. Environmental Protection Agency's (USEPA) Climate Pollution Reduction Grant program. Since the last update in the fall, staff have developed a process for determining the plan's reduction targets, identified objectives and strategies to reduce greenhouse gas (GHG) emissions, and created draft scenarios by modeling different paths to reach the plan's reduction goals. At the May meeting, staff will inform the Climate Committee on the progress to date, share initial economy-wide modeling results for the planning area, and engage in a discussion about the policy and other action needed to help the greater Chicago area drastically reduce GHG emissions by 2050.

1. Project updates

1.1. Greenhouse gas inventory

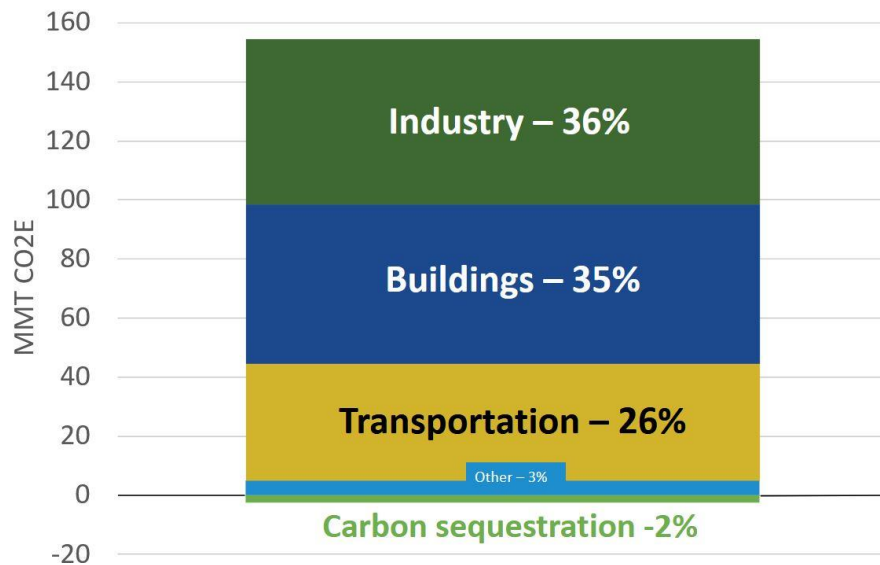
CMAP staff updated the 2020 Greenhouse Gas Inventory¹ for the 13-county planning area. The inventory update incorporated revised state-level eGRID electricity emission factors, which affected emissions calculations in key sectors.² In 2020, the 13 counties produced approximately 152 million metric tons of carbon dioxide equivalent (MMT CO₂e) of GHG emissions (Figure 1 and Figure 2).

Figure 1. Greenhouse gas emissions by county in the greater Chicago area, 2020



Source: CMAP, 2024.

Figure 2. Greenhouse gas emissions in the greater Chicago area by sector, 2020



Source: CMAP, 2024.

1.2. Greenhouse gas emissions targets

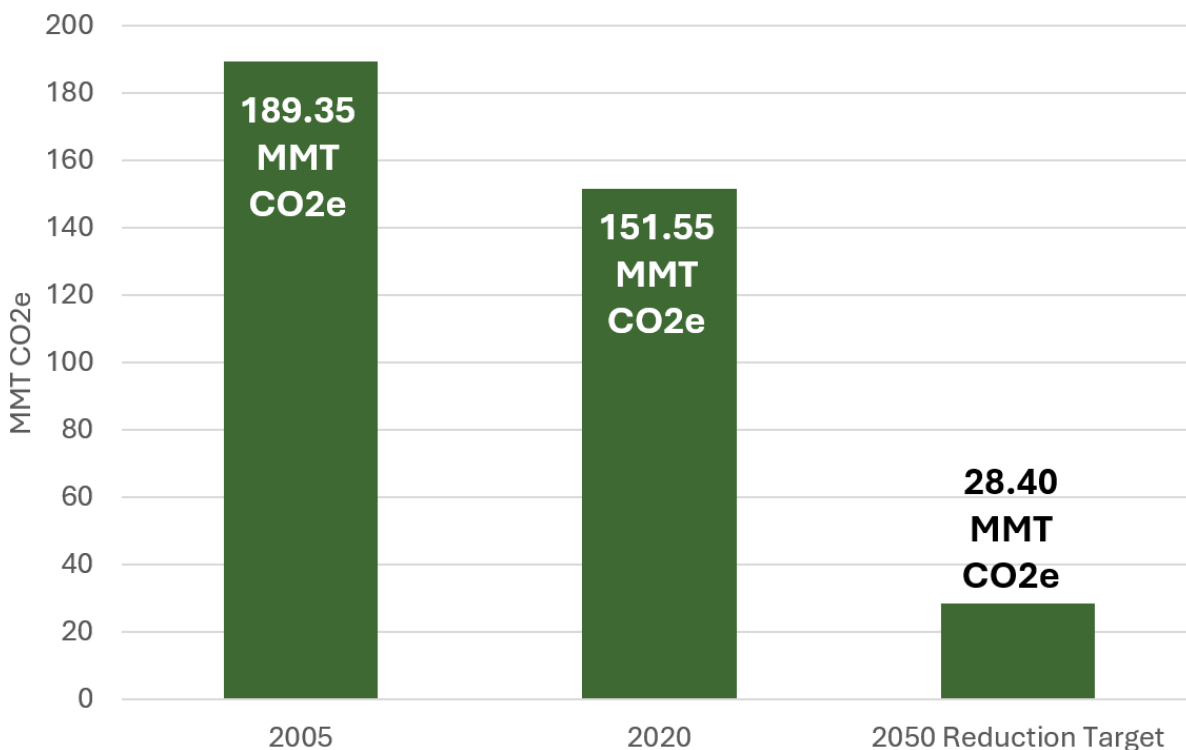
At their October meeting, the CAP steering committee confirmed the recommended approach for setting GHG reduction targets. The CAP planning process will seek to develop an economy-wide target of a gross GHG reduction of 80-85 percent of 2005 emissions by 2050. This means that the plan will demonstrate pathways for reducing all GHG emissions produced within the planning area, excluding negative emissions, by 80-85 percent within the greater Chicago area counties as part of achieving net-zero emissions across the planning area. This approach is recommended for the following reasons:

1. **This target reflects the reality that a densely populated metro area is unlikely to achieve net-zero emissions within its own boundaries** and thus will require assistance from the larger national effort.
2. **This target is consistent with not only CMAP's and the City of Chicago's 2050 target of an 80 percent reduction but also GHG targets for other major cities in states with ambitious climate goals.** For example, New York City has an 80 percent reduction target³ while the state has a net-zero target⁴).
3. **This target is consistent with emissions modeling used to inform the Biden Administration's national GHG targets.** In those scenarios, gross GHG emissions for the entire U.S. are reduced between 75-85 percent by 2050 with the remaining 15-25 percent of emissions reduced through carbon sequestration in geographically disbursed locations.⁵
4. After developing an economy-wide scenario that achieves this target for the greater Chicago area, **we will be able to calculate the resulting emissions reductions targets for each sector.** The inclusion of sectoral targets is strongly recommended by USEPA and supported by steering committee member input. The project team proposes to calculate these as an output of the economy-wide modeling rather than establishing them as an input. This means that the modeling effort will inform the percent reduction for each sector as well as interim targets (e.g., the reduction we should achieve in the next five years for the buildings sector to be on track).

To meet the grant requirements, the plan must present emissions reductions relative to 2005 levels, requiring the development of a 2005 baseline inventory. CMAP used USEPA's State Inventory Tool to extract emissions data, for the three states included in this plan, and then applied county level shares from the plan inventory to estimate 2005 emissions for the greater Chicago area.

Between 2005 and 2020, GHG emissions across the 13 counties declined by approximately 20 percent or by nearly 38 MMT CO₂e (Figure 3). This means that the plan must demonstrate a pathway to reduce emissions by an additional 123.15 MMT CO₂e to meet the 85 percent reduction target.

Figure 3. Greenhouse gas emissions in the greater Chicago area: 2005, 2020, and 2050 target



Source: CMAP, 2025.

2. Emissions modeling

At the May meeting, CMAP staff will share initial economy-wide modeling results for the planning area for discussion and feedback.

2.1. Pathways economy-wide model

CMAP is using E3's Pathways model to create the future GHG emissions scenarios. Pathways is an economy-wide energy and greenhouse gas emissions accounting model. E3 created the Pathways model to help policymakers, businesses, and other stakeholders analyze paths to achieving deep decarbonization of the economy. Pathways is not an optimization or general equilibrium model. Rather, it allows for the comparison of user-defined future energy demand and emissions scenarios to explore the impacts and implications of potential climate and energy policies.

Model variables that impact final energy demand (e.g., customer adoption of electric vehicles, amount of space heating demanded per household) are specified by the user when creating individual scenarios. The Pathways model accounts for annual energy demands and greenhouse gas emissions from final energy demand (e.g., residential, commercial, industrial, and transportation) and non-energy and/or non-combustion sources (e.g., agriculture, natural gas/oil systems, industrial processes/product use, waste, land use and forestry).

The project team will aggregate GHG reduction measures and include them in two scenarios -- the current policy and plan implementation emissions scenarios, as appropriate and as defined below. Modeling results for the two scenarios will illuminate key differences (e.g., state policies, population growth rates, emissions profiles) projected across the planning area, as well as for each state and county.

2.2. Future GHG emissions scenarios

Per USEPA requirements, the plan will present projected greenhouse gas reductions through 2050 under two scenarios: a current policy scenario and a plan implementation scenario.

Current policy

The current policy (or business-as-usual) scenario allows us to project out what GHG emissions could be in the future given existing state and federal policies. This scenario helps us understand how far existing policies can advance the region toward meeting its decarbonization goals, while showing how much more we need to reduce through this planning process. The current policy scenario reflects federal policies and assumptions in place at the time of modeling. Given the uncertainty around future federal policy changes, no speculative policy shifts were incorporated into the current policy scenario.

Plan implementation

The plan implementation scenario will show us how the reduction measures identified in the plan will get us to the 80-85 percent reduction target for the planning area. This scenario identifies the relative contributions of state and local actions, enabling the region to better understand their relative effectiveness in achieving the region's climate goals. By distinguishing what is achievable through local and state leadership versus what will require federal intervention, this scenario helps to identify not only where additional policy action is needed but also the responsible parties.

To inform assumptions around achievable actions for state and local actors, the project team reviewed GHG reduction policies and programs already adopted or implemented in other states and regions. Doing so identified a set of realistic, implementable measures within the control of state and local actors across the greater Chicago area. These measures were then translated into plan implementation model inputs to estimate their potential emissions impact on the region's emissions.

3. Other project updates

3.1. Decarbonization objectives and strategies

CMAQ developed a full slate of objectives, strategies, and quantified reduction measures to consider for inclusion in the plan. The project team first developed a list of objectives and corresponding strategies to reduce GHG emissions for each sector. A limited number of reduction measures were then identified based on their potential for quantification (i.e., data availability, model capabilities, and the expected impact of the measures). Many of the strategies were shaped by input from members of the Climate Committee and CAP working

groups and informed by recommendations from recent regional decarbonization efforts as well as national and state-level efforts. During the October meeting, Climate Committee members provided feedback on a draft list for agriculture, water and wastewater, waste, and carbon sequestration. In late 2024, the project team vetted the lists for buildings, industry, and transportation with their respective working groups and incorporated feedback into the strategy selection process.

3.2. Working groups

Since the last Climate Committee meeting, the project team has held meetings with all four working groups. Below is a summary of findings from each meeting.

Sector working groups

At their second meeting, the sector working groups provided feedback on relevant decarbonization objectives, strategies, and quantified reduction measures.

Buildings working group

- Existing buildings, many of which are older, require energy efficiency and electrification retrofitting to reduce energy consumption and fossil fuel reliance. However, retrofitting has cost, technological, and workforce barriers.
- For new construction, building and zoning codes can require increasingly electrified buildings and promote more efficient development patterns.
- Many federal, state, local, and private sector building decarbonization efforts are underway in the region. It is important to understand both the best practices that can be scaled to a regional level and existing gaps.
- Commercial and residential buildings vary greatly in how they use energy, the technologies needed to decarbonize, their regulating bodies, and the economic pressures they face. Decarbonization strategies and implementation will have to reflect these varying opportunities and challenges between the subsectors

Industry working group

- Among stakeholders, there is consensus around improvements to energy efficiency as a key approach to reducing energy demand and GHG emissions. Stakeholders also support electrification and low-carbon fuels, feedstocks and energy sources.
- Given the high levels of energy needed at many industrial sites, electrification will put a significant strain on existing grid capacity. Collaboration and coordination with electric utilities and grid operators will be critical in facilitating industrial electrification.
- The significant financial costs currently associated with large-scale facility decarbonization are a major barrier; relevant approaches and strategies should take their cost into account.

Transportation working group

- There is broad recognition that electrification is a key strategy to reducing tailpipe emissions. Supplying electric vehicles with clean energy sources will reduce upstream emissions.

- Transit expansion and active transportation improvements can both reduce emissions and decrease the number of single-occupancy vehicles on roadways. Those improvements could be financed by reinvesting revenues from congestion pricing and/or other roadway fees.
- Focusing on interconnected sectors and disciplines will be critical, especially freight transportation, energy generation, roadway design, and land use planning.

Equity working group

The equity working group held its second meeting in October, focused on methods for engaging communities and incorporating community feedback into the plan. Specifically, the meeting solicited feedback to inform a forthcoming public questionnaire.

- Members shared experiences around how their input has been incorporated in the past. Common concerns generally included a lack of follow-up after the provision of public comment, insufficient time to meaningfully incorporate feedback into planning or decision-making, and a need for more transparency.
- Members offered suggestions for promoting the public questionnaire, including through places of worship, scheduled community meetings, and door-to-door flyers.
- Members provided feedback on the survey questions including the need for simple language, explanations of less familiar strategies (e.g., nature-based solutions), and options tailored to better reflect community priorities and concerns.

¹ Pandemic-related changes in transportation and energy consumption make 2020 an anomalous year for some datasets, but it is still a viable year for this analysis. The inventory is built using modeled and reported data from various time scales and geographies, which reduces the impacts of short-term fluctuations, such as those experienced in 2020. The inventory results are comparable to past efforts to study emissions in the region.

² In November 2024, the 2020 Greenhouse Gas Inventory was updated to incorporate state-specific eGRID emission factors for quantifying the GHG impacts of electricity consumption. These updated factors significantly impacted emissions in the residential, commercial, and industrial building subsectors. Illinois counties experienced a decrease in emissions due to a lower emissions factor, while Indiana and Wisconsin saw increased emissions due to a more carbon-intensive emissions factor.

³ City of New York, “New York City’s Roadmap to 80 x 50,” September 2016, https://www.nyc.gov/assets/sustainability/downloads/pdf/publications/New%20York%20City%27s%20Roadmap%20to%2080%20x%2050_Final.pdf.

⁴ New York State, “Scoping Plan,” December 2022, <https://climate.ny.gov/resources/scoping-plan/>.

⁵ Russell Horowitz et al., “The energy system transformation needed to achieve the US long-term strategy,” July 20, 2022, <https://www.sciencedirect.com/science/article/pii/S2542435122002513>.



MEMORANDUM

To: CMAP Climate Committee

From: CMAP Intergovernmental Affairs Staff

Date: May 8, 2025

Subject: Legislative update

Action Requested: Information

Strengthen Communities (HB3784) RPA funding initiative

CMAP staff is working with lead sponsor Representative Will Davis on the Strengthen Communities (HB3784) funding initiative that would appropriate \$2M to the agency to support the planning functions and programs required in the Illinois Regional Planning Act.

CMAP staff will continue engaging with members of the General Assembly on this important initiative and have already garnered bipartisan support and co-sponsorship from Representatives Dan Ugaste, Debbie Meyers-Martin, Elizabeth “Lisa” Hernandez, Robert “Bob” Rita, Eva-Dina Delgado, Anthony DeLuca, Martin Moylan, and Brad Stephens. Additionally, the Illinois Environmental Council (IEC), Sierra Club Illinois, the Illinois Municipal League (IML), the Illinois State Association of Counties (ISACo), and the Metropolitan Planning Council (MPC) are in support of the legislation.

On Friday, April 4, Executive Director Erin Aleman testified in support of HB3784 at a House Appropriations-Public Safety and Infrastructure Committee subject matter hearing. CMAP’s goal is to incorporate the \$2M appropriation into the final FY26 budget and HB3784 provides an opportunity to engage in the budget-making process.

Transit Legislation

Both the Senate Transportation and House Transportation: Regulation, Roads, & Bridges committees have held additional subject matter hearings on the two transit reform bills filed in the General Assembly. CMAP staff continues to monitor these hearings and respond to legislative inquiries in alignment with the Plan of Action for Regional Transit.

Several legislators have reached out to CMAP to request participation in transit listening sessions in their districts. These included:

- Tuesday, April 15: Rep. Deuter (Westmont)
- Thursday, April 17: Reps. Moeller and Ness (Algonquin)
- Monday, April 21: Rep. Gabel and Sen. Fine (Evanston)

CMAP staff presented an overview of the PART report at these meetings while legislators fielded questions and comments from constituents about transit improvements they would like to see in their communities and discussed legislative action on transit reform.

General legislative activity

The General Assembly is now in its final month of regular session. Bills from the opposite chamber had a committee deadline on May 9, followed by a third reading deadline on May 23. The General Assembly is scheduled to adjourn on May 31.

CMAP staff continues to track legislation before the Illinois General Assembly that impacts the region and is relevant to CMAP's work. The following has been identified by CMAP staff as key pieces of legislation being considered before the Illinois General Assembly that may be of interest to the Climate Committee.

It should be noted this is not an exhaustive list of legislation tracked by CMAP staff. For more information on other tracked legislation of interest, please contact Ryan Gougis, IGA Specialist at rgougis@cmmap.illinois.gov.

Transit Improvement

[HB1833/SB5](#) – METROPOLITAN MOBILITY AUTH ACT (Rep. Delgado/Sen. Villivalam)

Description: Creates the Metropolitan Mobility Authority Act. Establishes the Metropolitan Mobility Authority. Provides that the Chicago Transit Authority, the Commuter Rail Division and the Suburban Bus Division of the Regional Transportation Authority, and the Regional Transportation Authority are consolidated into the Metropolitan Mobility Authority and the Service Boards are abolished. Creates the Suburban Bus Operating Division, Commuter Rail Operating Division, and the Chicago Transit Operating Division. Reinserts, reorganizes, and changes some provisions from the Metropolitan Transit Authority Act and the Regional Transportation Authority Act into the new Act. Includes provisions concerning the operation of the Metropolitan Mobility Authority. Repeals the Metropolitan Transit Authority Act and the Regional Transportation Authority Act.

Status: HB1833 re-referred to Rules Committee on 3/21/2025; SB5 assigned to Senate Transportation on 3/4/2025

[HB2963 HA1/SB1938](#) – METRO & REGIONAL TRANSIT AUTH (Rep. Evans, Jr./Sen. Villivalam)

Description: Creates the Road Usage Charge Act. Establishes the Road Usage Charge Advisory Committee to guide the development and evaluation of the road usage charge pilot program and to assess the potential for mileage-based revenue as an alternative to the current system of taxing highway use through motor fuel taxes. Sets forth the membership and duties of the committee. Requires the Department of Transportation, in consultation with the Secretary of State and based on the recommendations of the Committee, to implement a statewide pilot program by January 1, 2026 to assess a user fee on owners of motor vehicles that is based on the number of miles traveled on public roadways in this State by those vehicles. Amends the Metropolitan Transit Authority Act. Provides that, on and after February 1, 2026, the Chicago Transit Board shall have 8 members (currently 7 members). Makes changes to the number of affirmative votes by Directors required to issue bonds. Amends the Regional Transportation Authority Act. Provides that the Annual Budget and 2-Year Financial Plan must show that the aggregate of all projected fare revenues from fares and charges for mass transportation provided by, or under grant or purchase of service contracts of, the Service Boards received in fiscal years 2026 and 2027 shall equal at least 25%, and in fiscal years 2028 and 2029 and every year thereafter at least 15%, of the aggregate cost of providing such public transportation in those fiscal years. Provides that, beginning July 1, 2026, the Regional Transportation Authority shall be the sole

agency responsible for the management and oversight of the fare collection systems used on all public transportation provided by the Service Boards. HB2963 HA1 reinserts the provisions of the introduced bill with the following changes. Further amends the Regional Transportation Authority Act. Provides that beginning January 1, 2026, covered transportation agencies shall award all covered transportation contracts using a competitive best-value procurement process and shall require bidders to submit an Illinois Jobs Plan for itself and any participating subcontractor as part of their solicitation responses. Sets forth provisions concerning compliance with the Illinois Jobs Plan and evaluating bidder qualifications. Provides that by July 1, 2026, 2 separate transit ambassador programs shall be implemented to cover services provided by the Chicago Transit Authority and the Suburban Bus Division, which shall be comprised of employees of each respective Service Board. Provides that the purpose of the Transit Ambassador Programs shall be to ensure the safety of transit system passengers and personnel, provide assistance to passengers, and promote compliance with system rules and governing laws. Provides that the Service Boards that have Transit Ambassador Programs shall bargain with the unions with which it has collective bargaining relationships to determine the initial unit placement, hours, duties, qualifications, training, compensation, and benefits of any positions created or modified through or because of the Transit Ambassador program. Provides that employees hired to perform Transit Ambassador duties shall be full-time employees of the Service Board establishing the program. Provides that those employed by the Chicago Transit Authority as Customer Service Assistants shall be offered the positions established pursuant to the Chicago Transit Authority Transit Ambassador Program prior to hiring any other personnel for the positions. Makes other changes. Adds a severability clause. Effective January 1, 2026.

Status: HB2963 re-referred to Rules Committees on 3/21/2025; SB1938 assigned to Senate Transportation on 3/21/2025

Climate Mitigation & Resiliency

[HB2419](#) – **EPA-LOCAL SITING REVIEW** (Rep. Hirschauer/Sen. Villa)

Description: Amends the Environmental Protection Act. Provides that, when determining whether certain local siting review criteria have been met, the county board of the county or the governing body of the municipality, as applicable, shall consider, among other things, vehicle emissions and the potential cumulative impacts created by the addition of the facility to the existing pollution sources, the disparate impacts created by the addition of the facility to existing pollution sources, and the potential disparate impacts on nearby communities. Requires the local siting decisions of the Pollution Control Board to include a written statement describing whether the procedures were conducted by the county board or governing body in a manner that is accessible to the public, including individuals with disabilities and individuals who are not native speakers of English. HA2 deletes a change to a provision regarding traffic flows to or from the proposed facility for local siting approval. Deletes provisions regarding the county board or governing body considering the potential cumulative impacts to the existing pollution sources, the disparate impacts to the existing pollution sources, and the potential disparate impacts on nearby communities. Requires the county board or governing body to conduct a hearing in a manner accessible to individuals with disabilities and individuals who are not native speakers of English, with certain requirements for certification that constitutes prima facie evidence of compliance. Allows the governing Authority to request the Department of Transportation to perform studies of the emissions associated with traffic. Deletes changes to provisions regarding appeal of siting approval.

Status: Assigned to Senate Environment and Conservation on 4/29/2025

[HB3374/SB2456](#) – **ENERGY EFFICIENCY-EXT REPEAL** (Rep. Mussman/Sen. Guzman), (Sen. Feigenholtz/Rep. Hernandez)

Description: Amends the Renewable Energy, Energy Efficiency, and Coal Resources Development Law of 1997. Extends the repeal of the Act until December 31, 2030. Effective immediately.

Status: Referred to Senate Assignments on 4/23/2025; SB2456 placed on House Calendar 2nd Reading on 4/30/2025

HB3650 – UTIL-2050 HEAT DECARBONIZATION (Rep. Lilly/Sen. Peters)

Description: Amends the Energy Transition Act. Adds electrification industries to clean energy jobs. Amends the Public Utilities Act. Provides that a gas utility may cease providing service if the Illinois Commerce Commission determines that adequate substitute service is available at a reasonable cost to support the existing end uses of the affected utility customers. Provides for cost-effective energy efficiency measures for natural gas utilities that supersede existing provisions concerning natural gas energy efficiency programs and take effect beginning January 1, 2025. Provides that gas main and gas service extension policies shall be based on the principle that the full incremental cost associated with new development and growth shall be borne by the customers that cause those incremental costs. Provides that, no later than 60 days after the effective date of the amendatory Act, the Commission shall initiate a docketed rulemaking reviewing each gas public utility tariff that provides for gas main and gas service extensions without additional charge to new customers in excess of the default extensions as specified in administrative rule. Adds the Clean Building Heating Law Article to the Act, with provisions concerning emissions standards for heating in buildings, as well as related and other provisions. Adds the 2050 Heat Decarbonization Standard Article to the Act, with provisions concerning options for compliance, measures for customer emission reduction, customer emission reductions, tradable clean heat credits, banking of emission reductions, equity in emission reductions, enforcement, the 2050 Heat Decarbonization Pathways Study, gas infrastructure planning, a study on gas utility financial incentive reform, and reporting requirements. Adds the Statewide Navigator Program Law Article to the Act, with provisions concerning creation of a statewide navigator program, as well as related and other provisions. Effective immediately. HA1 Removes provisions concerning the Energy Transition Act. Removes provisions in the Public Utilities Act concerning findings and intent; Commission methodologies and metrics; fixed charges; duties of public utilities; gas energy efficiency; the consideration of gas main and gas service extension costs; the consideration of attorney and expert compensation as an expense and intervenor compensation fund; tariffed gas main and gas service extension provisions; nondiscrimination; independent gas system assessment; the phase-out of gas fixed charges; and the Equitable Energy Upgrade Program. Removes the Clean Building Heating Article and the Heat Decarbonization Standard Article of the Public Utilities Act. Effective immediately.

Status: Assigned to Senate Energy and Public Utilities on 5/6/2025

SB1307 – EPA-ENVIRONMENTAL JUSTICE (Sen. Villanueva)

Description: Amends the Environmental Protection Act. Requires the Environmental Protection Agency to annually review and update the underlying data for, and use of, indicators used to determine whether a community is designated as an environmental justice community and to establish a process by which communities not designated as environmental justice communities may petition for such a designation. Provides that an applicant for a permit for the construction of a new source that will become a major source subject to the Clean Air Act Permit Program to be located in an environmental justice community or a new source that has or will require a federally enforceable State operating permit and that will be located in an environmental justice community must conduct a public meeting prior to submission of the permit application and must submit with the permit application an environmental justice assessment identifying the potential environmental and health impacts to the area associated with the proposed project. Provides requirements for the environmental justice assessment. Contains provisions regarding public participation requirements for permitting transactions in an environmental justice community. Provides that, if the Agency grants a permit to construct, modify, or operate a facility that emits air pollutants and is classified as a minor source, a third party

may petition the Pollution Control Board for a hearing to contest the issuance of the permit. Contains provisions regarding environmental justice grievances. Defines terms. Contains other provisions.

Status: Assigned to Senate Energy and Conservation on 3/20/2025

SB1859 – CLIMATE DISPLACEMENT ACT (Sen. Guzman/Rep. Guzzardi)

Description: Creates the Climate Displacement Task Force Act for the purpose of making recommendations regarding climate displacement within the State. Contains provisions concerning the appointment of members to the Task Force and the duties of the Task Force. Requires the Task Force to submit to the General Assembly an initial report delineating the Task Force's findings, conclusions, and recommendations by no later than June 30, 2026. SA1 removes from the membership of the Task Force the Secretary of Transportation or the Secretary's designee, and changes membership in the Task Force from 2 representatives each to one representative each for (i) labor organizations, (ii) community-based organizations working on affordable housing or transportation or other essential services, (iii) immigrant rights organizations, (iv) environmental justice organizations, and (v) academic institutions with experience in urban planning. SA2 adds to the purposes of the Act. Makes changes to provisions concerning appointments. Requires the Climate Displacement Illinois Task Force to submit 2 reports, with specific requirements, no later than June 30, 2026, and June 30, 2027, respectively. Requires monthly (rather than quarterly) meetings. Adds to the membership of the Task Force the Secretary of Transportation or the Secretary's designee. Adds to the membership of the Task Force the Director of Insurance or the Director's designee and the Chairman of the Illinois Commerce Commission or the Chairman's designee. Changes membership in the Task Force to include 2 representatives of academic institutions with experience in climate change, environmental science, urban planning, or any combination of those 3 fields of study (rather than one representative of academic institutions with experience in urban planning). Makes technical and other changes. Effective immediately.

Status: Placed on House Calendar 2nd Reading on 4/30/2025

SB2306 – IFA-CLIMATE RESILIENCE PROJECT (Sen. Ventura/Rep. Syed)

Description: Amends the Illinois Finance Authority Act. In provisions concerning powers and duties of the Illinois Finance Authority in furtherance of its clean energy powers and purposes, provides that the Authority shall have the power to utilize certain funding sources for clean water, drinking water, and wastewater treatment or climate resilience projects. Amends the Climate Bank Loan Financing Act. Defines "climate resilience project" to mean a project to reduce hazards or risks to people and property from future disasters or climate-related conditions. Provides that "climate resilience project" includes, but is not limited to, projects that ensure access to clean water and drinking water, support wastewater treatment or resiliency of other essential infrastructure and other projects that reduce the potential impact of disasters or climate change. Adds climate resilience projects to provisions concerning clean energy infrastructure projects and authority to issue bonds. SA1 adds additional provisions concerning climate resilience projects. Further amends the Illinois Finance Authority Act. Provides that the Illinois Finance Authority may finance or refinance any accounts receivable, working capital, liability, or insurance or noncapital cost or operating expense for any unit of government, participating health institution, private institution of higher education, academic institution, cultural institution, or other person authorized to borrow funds from the Authority pursuant to the Act. Provides that those agreements are included in the definitions of "lease agreement" and "loan agreement" under the Act. Effective immediately.

Status: Assigned to House Revenue & Finance on 4/17/2025

SB2311 – FLOOD CONTROL-FLOOD PLAN (Sen. Ellman)

Description: Amends the Flood Control Act of 1945. Requires, not later than July 1, 2026 and before the end of each successive 5-year period after that date, the Department of Natural Resources to prepare and adopt a comprehensive State flood. Provides that the State flood plan must: (1) provide for orderly

preparation for and response to flood conditions to protect against the loss of life and property; (2) be a guide to State and local flood control policy; and (3) contribute to water development where possible. Provides that the Department shall adopt guidance principles for the State flood plan that reflect the public interest of the entire State. Requires the Department to: (1) designate flood planning regions corresponding to each river basin; (2) provide technical and financial assistance to the flood planning groups; and (3) adopt guidance principles for the regional flood plans, including procedures for amending adopted plans. Requires the Department to prepare and adopt a plan describing the repair and maintenance needs of flood control dams and prepare and adopt a new plan before the end of the 10th year following the adoption of a plan. Creates the State Flood Plan Implementation Advisory Committee to review the overall operation, function, and structure of the State flood plan and rules adopted by the Department to implement the State flood plan.

Status: Placed on Senate Calendar 3rd Reading on 4/2/2025

Water Resources Management

HB2391 – EPA-WASTEWATER INDUSTRY USE (Rep. Muhl/Sen. Simmons)

Description: Amends the Environmental Protection Act. In a provision regarding wastewater reuse, provides that, notwithstanding any other provision of law, the use of treated municipal wastewater from a publicly owned treatment works is authorized for irrigation and industrial use (rather than only irrigation) when conducted in accordance with a permit issued under certain provisions of the Act.

Status: Placed on Senate Calendar 2nd Reading on 5/1/2025

HB2516 – PFAS PRODUCT BAN (Rep. Rashid/Sen. Morrison)

Description: Amends the PFAS Reduction Act. Provides that, beginning January 1, 2026, a person may not sell, offer for sale, or distribute for sale in this State the following products if the product contains intentionally added PFAS: (1) cookware, (2) cosmetics, (3) dental floss, (4) juvenile products, (5) menstrual products, (6) intimate apparel, or (7) food packaging or food contact products. Defines terms. HA1 provides that "product" does not include a prosthetic or orthotic device or any item that is a medical device or drug or that is otherwise used in a medical setting or in medical applications regulated by the United States Food and Drug Administration. HA4 Changes the date of the beginning of the ban on certain products containing intentionally added PFAS from January 1, 2026, to January 1, 2032. Provides that the ban does not apply to certain products. Changes definitions. Makes technical and other changes.

Status: Referred to Senate Assignments on 4/14/2025

HB2955 – EPA-PFAS WASTEWATER (Rep. Rashid/Sen. Villivalam)

Description: Creates the PFAS Wastewater Citizen Protection Act. Creates the PFAS Wastewater Citizen Protection Committee for specific purposes. Provides that the Committee shall submit a PFAS Action Plan to the Governor's Office, the General Assembly, and the Environmental Protection Agency no later than one year after the effective date of the Act. Provides that the Committee shall continue to periodically meet and shall annually update the PFAS Action Plan and submit annual reports with certain requirements. Provides for membership of the Committee. Provides that the Prairie Research Institute's Illinois Sustainable Technology Center shall provide technical assistance to the Committee. Makes findings and declares policy. Defines terms. Provides that the Act is repealed on December 31, 2044. Effective immediately. HA1 defines "wastewater agencies" and adds one representative of a public utility that provides water and wastewater services in the state to PFAS Wastewater Citizen Protection Committee.

Status: Referred to Senate Assignments on 4/10/2025

HB3739/SB2266 – EPA-WATER SUPPLIES (Rep. Syed/Sen. Cunningham), (Sen. Villa/Sen. Ventura)

Description: Amends the Environmental Protection Act. Specifies that the Act shall not apply to non-community water supplies, except for purposes of: (1) the Environmental Protection Agency's implementation of the Safe Drinking Water Act; (2) the Pollution Control Board's adoption of rules that expressly pertain to non-community water supplies or all public water supplies; or (3) any provisions of the Act or rules adopted by the Board under the Act that are referenced in, or applicable to, non-community water supplies under the Illinois Groundwater Protection Act and rules adopted by the Department of Public Health under that Act. Amends the Illinois Groundwater Protection Act. Authorizes the imposition of administrative and civil penalties. Effective immediately. HA1/SA1 moves a provision concerning the applicability of the Act from a stand-alone substantive provision to a provision that defines the terms "community water supply" and "non-community water supply" and describes the applicability of the Act to non-community water supplies. Makes other technical changes.

Status: Referred to Senate Assignments on 4/23/2025

SB1723 – EPA-SOLE-SOURCE AQUIFER (Sen. Faraci/Rep. Ammons)

Description: Amends the Environmental Protection Act. Provides that no person shall conduct a carbon sequestration activity within a sequestration facility that overlies, underlies, or passes through a sole-source aquifer. Specifies that this provision does not deprive the Environmental Protection Agency of the authority to deny a carbon sequestration permit. Defines "sole-source aquifer". SA1 Deletes a reference to certain other provisions in a provision regarding the authority of the Agency to deny a carbon sequestration permit notwithstanding a prohibition against conducting a carbon sequestration activity within a sequestration facility that overlies, underlies, or passes through a sole-source aquifer. SA2 adds legislative findings and a definition of the term "injection". Changes the definition of the term "sole source aquifer". Creates the Mahomet Aquifer Advisory Study Commission. Provides that the University of Illinois shall provide administrative assistance to the Commission. Provides that, subject to appropriation, the Prairie Research Institute shall submit reports to the Commission. Provides that the Mahomet Aquifer Study Commission shall submit a final report to the Governor and General Assembly by no later than December 31, 2031. Specifies that the Commission is dissolved and the relevant provisions regarding the Commission are repealed on January 1, 2032.

Status: Placed on House Calendar 2nd Reading on 4/30/2025

SB2401 – WETLANDS PROTECTION ACT (Sen. Ellman)

Description: Creates the Wetlands Protection Act. Provides that no person may discharge dredged or fill material into a State jurisdictional wetland except with a permit issued by the Department of Natural Resources. Exempts certain activities from the requirements of the Act. Sets forth procedures for individual permit applications and other related procedural requirements. Provides that the Department shall not issue an individual permit unless the Environmental Protection Agency certifies to the Department that there will not be a violation of State water quality standards. Provides that the Department may issue an after-the-fact permit in certain emergency circumstances. Sets forth financial assurance requirements. Authorizes the Department to adopt general permits under the Act. Provides that any person who intends to conduct a regulated activity may do so in accordance with a general permit issued by the Department, which pre-authorizes a category of activities with minimal adverse effects. Provides procedures and requirements regarding preconstruction notifications. Provides that certain entities may establish and operate a mitigation bank or in lieu fee program. Describes procedures and requirements for mitigation banks. Grants the Department rulemaking powers. Provides that the Department shall prepare certain reports and studies. Provides for the review of final decisions of the Department. Provides for investigations by the Department and enforcement by a State's Attorney or the Attorney General. Provides for a civil penalty not to exceed \$10,000 per day of violation, with interest after judgment, and with certain costs, fees, and expenses, payable to the Wetlands Protection Fund. Provides that any person may file a complaint with the Illinois Pollution Control Board concerning a violation of the Act, a rule adopted under the Act, a condition of a permit issued under the

Act, or an order of the Pollution Control Board issued under the Act. Provides for county and special district stormwater program authorities to control or regulate activities in any wetlands within their jurisdiction. Establishes the Wetlands Protection Fund. Provides that a permit review fee for all permit applications is to be set by the Department by rule. Makes corresponding changes to the State Finance Act. Makes findings. Defines terms. Effective immediately.

Status: Placed on Senate Calendar 2nd Reading on 3/20/2025