



TRANSPORTATION COMMITTEE

AGENDA - FINAL

Friday, May 30, 2025

9:30 AM

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

Members of the public who attend in-person can pre-register for a visitor's pass at info@cmap.illinois.gov until May 29, 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/83578014580?pwd=ZWSDXo42TZrk3BbPaWKipC9mgLWXK9.1>

Conference Call number: 312 626 6799 US (Chicago)

Meeting ID: 835 7801 4580 Passcode: 198857

CMAF 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 CMAF'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 CMAF 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****3.0 Approval of minutes****3.01 Minutes from the April 25, 2025 meeting**[25-173](#)

PURPOSE & ACTION: Review and approval of meeting minutes.

ACTION REQUESTED: Approval

Attachments: [Transportation Committee 04.25.25 Minutes - draft](#)

4.0 CMAP updates**5.0 Items for approval****5.01 FFY 2025 FTA Sub-Area Allocation between Indiana-Illinois and Wisconsin-Illinois of Section 5307/5340 Urbanized Area, Section 5337 State of Good Repair, Section 5339 Bus and Bus Facilities and Section 5310 Enhanced Mobility of Seniors and Individuals with Disabilities funds**[25-178](#)

PURPOSE & ACTION: The Transportation Committee is asked to recommend to the MPO Policy Committee endorsement of the suballocations, contingent on RTA Board approval on June 12, 2025.

ACTION REQUESTED: Approval

Attachments: [RTA Formula Funding Memo for TC 05 30 2025](#)

5.02 FFY 2023-2028 Transportation Improvement Program (TIP) amendments and administrative modifications[25-175](#)

PURPOSE & ACTION: TIP amendment 25-07 was published to the eTIP website on May 23, 2025 for committee review and public comment. A memo summarizing formal TIP amendment 25-07 and administrative amendments 25-07.1 and 25-07.2 is included in the meeting materials. Staff requests approval of TIP amendment 25-07.

ACTION REQUESTED: Approval

Attachments: [Formal TIP Amendment 25-07](#)
[Administrative TIP Amendment 25-07.1](#)
[Administrative TIP Amendment 25-07.2](#)

5.03 ON TO 2050/2025-2029 TIP Conformity Analysis and TIP Amendment[25-176](#)

PURPOSE & ACTION: ON TO 2050/2025-2029 TIP Conformity Analysis and TIP Amendment 25-08 was released for public comment through May 25, 2025. CMAP staff requests approval recommending the ON TO 2050/2025-2029 TIP Conformity Analysis and TIP amendment 25-08 to the MPO Policy Committee for their consideration. A memo summarizing the conformity amendment is included in the meeting materials.

ACTION REQUESTED: Approval

Attachments: [TC\(ConformityAmendMemo\)05-30-25](#)
[Formal TIP Conformity Amendment 25-08](#)

5.04 FFY 2026 - 2030 CMAQ, STP-SF and TAP-L Programs [25-168](#)

PURPOSE & ACTION: The proposed FFY 2026-2030 Congestion Mitigation and Air Quality Improvement Program (CMAQ), STP-Shared Fund (STP-SF), and locally programmed Transportation Alternatives (TAP-L) regional transportation funding programs were recommended for approval by the respective Project Selection Committees and have been incorporated into TIP amendments 25-09.1, 25-09.2 and 25-09.3 for Transportation Committee consideration.

ACTION REQUESTED: Approval

Attachments: [FFY26-30 CMAQ STP-SF TAP-L Memo](#)
[FFY26-30 CMAQ Prog-TC 05-30-25](#)
[FFY26-30 STP-SF Active Prog-TC 05-30-25](#)
[FFY26-30 TAP-L Prog-TC 05-30-25](#)
[CMAQ/CRP TIP Amendment 25-09.1](#)
[STP-SF TIP Amendment 25-09.2](#)
[TAP-L TIP Amendment 25-09.3](#)

5.05 MPO Self-Certification for the Metropolitan Transportation Planning Process [25-177](#)

PURPOSE & ACTION: The MPO and the State are required to certify that the metropolitan transportation planning process complies with certain federal requirements at least every four years. Staff are seeking recommendation for approval from the Transportation Committee to the MPO Policy Committee of the self-certification.

ACTION REQUESTED: Approval

Attachments: [2025 Self Cert TC Memo](#)
[CMAQ MPO self-certification 2025](#)

5.06 Safe Streets for All (SS4A) Regional Safety Action Planning [25-174](#)

PURPOSE & ACTION: CMAP was awarded nearly \$4 million from the federal Safe Streets and Roads for All (SS4A) grant program to develop a safety framework for northeastern Illinois. Countywide Safety Action Plans have been developed for Cook, DuPage, Kane, Lake, McHenry, and Will counties and collectively, these plans represent a safety action plan for the region.

ACTION REQUESTED: Approval

Attachments: [SS4A Memo 05 30 2025](#)

6.0 Information items**6.01 Regional Transportation Plan (RTP) update** [25-160](#)

PURPOSE & ACTION: Preview key findings from the upcoming Existing Conditions report for the 2026 RTP.

ACTION REQUESTED: Information

Attachments: [ECR Cover Memo](#)
[RCP Submittals Summary](#)

6.02 Legislative update[25-169](#)

PURPOSE & ACTION: The Intergovernmental Affairs team will provide an update on recent federal and state legislative activity.

ACTION REQUESTED: Information

Attachments: [6.02 Legislative Update Memo 2025-05-30](#)

7.0 Committee Member Updates**8.0 Other Business****9.0 Public Comment**

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

10.0 Next Meeting

The next meeting is scheduled for August 1, 2025.

11.0 Adjournment



TRANSPORTATION COMMITTEE

MEETING MINUTES - DRAFT

Friday, April 25, 2025

9:30 AM

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

Members of the public who attend in-person can pre-register for a visitor's pass at info@cmap.illinois.gov until April 24, 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/83578014580?pwd=ZWSDXo42TZrk3BbPaWKipC9mgLWXXK9.1>

CMAF 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 CMAF'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 CMAF 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

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

Present: Academic Research Representative 1, ATA Representative, CDOT Representative, CMAP Representative, CoM Representative, Cook Co Representative, CTA Representative, DuPage Co Representative, IDOT-D1 Representative, IDOT - OIPI Representative, IDOT - OP&P Representative, IEPA Representative, Kane Co Representative, Kendall Co Representative, Lake Co Representative, McHenry Co Representative, Metra Representative, MPC Representative, NIRPC Representative, Pace Representative, RTA Representative, SEWRPC Representative, Tollway Representative, and Will Co Representative

Absent: Academic Research Representative 2

Non-Voting: FHWA Representative, and FTA Representative

Noting a physical quorum of the committee, Chair Carrier reported that a request was received from IDOT OIPI Representative Chuck Abraham to attend the meeting virtually in compliance with the Open Meetings act. A vote is needed to approve their virtual attendance.

A motion was made by IEPA Representative Jack Cruikshank, seconded by CoM Representative Leon Rockingham, to allow virtual participation of its remote member. The motion carried by the following vote:

Aye: Academic Research Representative 1, ATA Representative, CDOT Representative, CMAP Representative, CoM Representative, Cook Co Representative, CTA Representative, DuPage Co Representative, IDOT-D1 Representative, IDOT - OP&P Representative, IEPA Representative, Kane Co Representative, Kendall Co Representative, Lake Co Representative, McHenry Co Representative, Metra Representative, MPC Representative, NIRPC Representative, Pace Representative, RTA Representative, SEWRPC Representative, Tollway Representative, and Will Co Representative

Absent: Academic Research Representative 2

Non-Voting: FHWA Representative, and FTA Representative

Not Present: IDOT - OIPI Representative

Kevin Carrier served as Lake Co Representative, Joe Schofer served as Academic Research Representative 1, Amy Rynell served as ATA Representative, Mary Nicol served as CDOT Representative, Aimee Lee served as CMAP Representative, Leon Rockingham served as CoM Representative, Cara Bader served as CTA Representative, Katie Bell served as Cook Co Representative, Steve Travia served as DuPage Co Representative, Steve Schielke served as IDOT D1 Representative, Chuck Abraham served as IDOT OIPI Representative, Megan Swanson served as IDOT OP&P Representative, Jack Cruikshank served as IEPA Representative, Heidi Files served as Kane Co Representative, Heidi Lichtenberger served as Kendall Co Representative, Scott Hennings served as McHenry Co Representative, Lynnette Ciavarella served as Metra Representative, Audrey Wennink served as MPC Representative, Tom Vander Woude served as NIRPC Representative, Erik Llewellyn served as Pace Representative, Kyle Whitehead served as RTA Representative, Chris Heibert served as SEWRPC Representative, Karyn Robles served as Tollway Representative, Christina Kupkowski served as Will Co Representative, Jon Paul Diipla served as FHWA Representative and Mark Kane served as FTA Representative

Staff present: Jesse Altman, Bill Barnes, Vickie Barrett, Lindsay Bayley, Alex Beata, Karly Cazzato,

Kaitlin Cernak, Claire Conzelman, Teri Dixon, Kama Dobbs, Phoebe Downey, Kate Evasic, Doug Ferguson, Elizabeth Ginsberg, Ryan Gougis, Jon Haadsma, Noah Harris, Kasia Hart, Natalie Kuriata, Jen Maddux, Matt Marth, Alexis McAdams, Martin Menninger, Nikolas Merten, Richard Norwood, Stephane Phifer, Russell Pietrowiak, Julie Reschke, Elizabeth Scott, Sarah Stolpe, Blanca Vela-Schneider, Laura Wilkison

Others present: Carrie Cooper, Drew Duffin, Tavis Farmer, Harrison Fleming, Michael Fricano, Brandon Geber, Velicia Goode, Jane Grover, Henry Guerriero, Jennifer Henry, John Paul Jones, George Kandathil, Quinn Kasal, Mike Klemens, Gretchen Klock, David Kralik, Laura McFadden, Heather Mullins, Lee Overholser, Leslie Rauer, Ben Redding, Chad Riddle, Todd Schmidt, Chris Snyder, Joe Surdam, Michael Vanderhoof

2.0 Agenda Changes and Announcements

Chair Carrier welcomed Kane Co Representative Heidi Files.

3.0 Approval of Minutes

3.01 Minutes from February 28, 2025

[25-103](#)

Attachments: [Transportation Committee 02.28.25 Minutes - draft](#)

A motion was made by CMAP Representative Aimee Lee, seconded by IEPA Representative Jack Cruikshank, to approve the February 28, 2025 meeting minutes. The motion carried by the following vote:

Aye: Academic Research Representative 1, ATA Representative, CDOT Representative, CMAP Representative, CoM Representative, Cook Co Representative, CTA Representative, DuPage Co Representative, IDOT-D1 Representative, IDOT - OIPI Representative, IDOT - OP&P Representative, IEPA Representative, Kane Co Representative, Kendall Co Representative, Lake Co Representative, McHenry Co Representative, Metra Representative, MPC Representative, NIRPC Representative, Pace Representative, RTA Representative, SEWRPC Representative, Tollway Representative, and Will Co Representative

Absent: Academic Research Representative 2

Non-Voting: FHWA Representative, and FTA Representative

4.0 CMAP Updates

Aimee Lee, Deputy of Transportation and CMAP Representative, also welcomed Kane Co Representative Heidi Files. She provided an update on recent CMAP activity including staff attendance at state legislators' transit town halls, attendance at the US Route 14 Grade Separation project in Barrington, a groundbreaking ceremony hosted by CTA for the Austin Green Line Station, and engagement efforts for the 2026 Regional Transportation Plan. CMAP received an Innovative Transportation Solution award from the Greater Chicagoland chapter of the Women in Transportation Service for CMAP's work on the Plan of Action for Regional Transit (PART) report.

Lee reported that CMAP's Northeastern Illinois Development Database has been released and is a tool for tracking significant developments and land use changes across the seven-county region. CMAP encourages municipalities to use this web-based tool to update the database with proposed, in-progress, and completed development projects to ensure accurate local forecasting.

Lee reported on the recent release of the *Modernizing Illinois Sales Tax: A pathway for a Sustainable Future*, a report worked on by a coalition of Illinois policy and civic leaders, including CMAP. The report outlines how the General Assembly can enact critical reforms today for a stronger fiscal future for Illinois.

CMAP opened a competitive call for projects for CMAQ/STP Shared and CAP programs last fall. CMAP has programmed \$290 million in federal funds to support 37 projects across the region through 2030. The list of projects are out for public comment and will be compiled for the committee's consideration at the next Transportation Committee meeting.

Finally, the Future Leaders in Planning program application period is open. High school students who are interested in learning about planning are encouraged to apply by the June 2 deadline. Lee requested that members share this information with their communities.

5.0 Items for Approval

5.01 FFY 2023-2028 Transportation Improvement Program (TIP) amendments and administrative modifications

[25-107](#)

Attachments: [TC\(Memo\)TIP Amend25-06](#)
[Formal TIP Amendment 25-06](#)
[Administrative TIP Amendment 25-06.1](#)
[Administrative TIP Amendment 25-06.2](#)

Russell Pietrowiak, Senior Programming Analyst, presented the FFY 2023-2028 Transportation Improvement Program formal TIP amendment 25-06 and administrative TIP amendments 25-06.1 and 25-06.2. There are 69 formal amendments for the committee's consideration. Additionally, 227 administrative amendments were reviewed and approved by staff.

Formal amendments resulted in just over \$1.5 billion in total costs for all prior, current, and future years. Highlights include three CREATE projects that received mega and infrastructure grants totaling nearly \$360 million in federal funds in addition to significant contributions from IDOT, the railroads, and local governments. These projects total \$1.2 billion in total costs. IDOT added approximately \$165 million to the TIP for work on the I-80, primarily for the bridge that goes over the Des Plaines River and some interchanges in that area. IDOT also added a new project to replace bridges along I-55 at IL 50 (Cicero Avenue), adding \$57 million to the TIP.

Administrative amendments increased the TIP by \$940.2 million as the Tollway added projects from their Capital Plan to replace bridges on I-294 and to improve the toll plaza.

The net change from the TIP for both formal and administrative amendments is \$2.441 billion being added to the TIP for all prior, current, and future years. The TIP remains fiscally constrained.

The conformity amendment was released last week and will be considered by the Transportation Committee at its next meeting for recommendation to the MPO Policy Committee.

In response to the question regarding the significant increase in costs related to the CREATE projects, Velicia Goode of IDOT- OIPI reported that the increase is related in-part to inflation and in-part to the

need to modify the project work from repair to replacement.

A motion was made by Tollway Representative Karyn Robles, seconded by Kendall Co Representative Heidi Lichtenberger, to approval formal TIP amendment 25-06. The motion carried by the following vote:

Aye: Academic Research Representative 1, ATA Representative, CDOT Representative, CMAP Representative, CoM Representative, Cook Co Representative, CTA Representative, DuPage Co Representative, IDOT-D1 Representative, IDOT - OIPI Representative, IDOT - OP&P Representative, IEPA Representative, Kane Co Representative, Kendall Co Representative, Lake Co Representative, McHenry Co Representative, Metra Representative, MPC Representative, NIRPC Representative, Pace Representative, RTA Representative, SEWRPC Representative, Tollway Representative, and Will Co Representative

Absent: Academic Research Representative 2

Non-Voting: FHWA Representative, and FTA Representative

5.02 FFY 2025 FTA subarea partial allocation between Indiana-Illinois and Wisconsin-Illinois of 5307/5340 Urbanized Area, 5337 State of Good Repair, 5339 Bus and Bus Facilities and 5310 Enhance Mobility of Seniors and Individuals with Disabilities funds

[25-106](#)

Attachments: [RTA Formula Funding Memo 04 25 2025](#)

Russell Pietrowiak, Senior Analyst, presented the FFY 2025 FTA subarea partial allocation splits between Indiana and Illinois, and Wisconsin and Illinois. The RTA approved the funding allocations at its March 27, 2025 meeting. Allocations are typically approved once a year, but this partial allocation allows for funding to move quickly. Staff will return to the committee when final allocations have been determined.

A motion was made by Metra Representative Lynette Ciavarella, seconded by IEPA Representative Jack Cruikshank, to recommend the FFY 2025 FTA subarea partial allocations to the MPO Policy Committee for approval. The motion carried by the following vote:

Aye: Academic Research Representative 1, ATA Representative, CDOT Representative, CMAP Representative, CoM Representative, Cook Co Representative, CTA Representative, DuPage Co Representative, IDOT-D1 Representative, IDOT - OIPI Representative, IDOT - OP&P Representative, IEPA Representative, Kane Co Representative, Kendall Co Representative, Lake Co Representative, McHenry Co Representative, Metra Representative, MPC Representative, NIRPC Representative, Pace Representative, RTA Representative, SEWRPC Representative, Tollway Representative, and Will Co Representative

Absent: Academic Research Representative 2

Non-Voting: FHWA Representative, and FTA Representative

6.0 Information Items

6.01 Regional Transportation Plan update

[25-105](#)

Attachments: [RTP Update Memo 2025-04-25](#)

Ryan Thompto, Principal Policy Analyst, Martin Menninger, Program Lead, and Elizabeth Ginsberg, Senior Policy Analyst, provided a Regional Transportation Plan update.

Thompto provided an update on work that has occurred on the RTP including the submittal of an Emerging Priorities Report, meetings with stakeholders and partners, and efforts to ramp up engagement and communication with the public. An engagement headquarters has been created online that provides information regarding the RTP and allows the public to respond to a questionnaire. Additionally, the public may submit ideas through a portal.

Menninger discussed the work occurring with the Regional Project Working Group. The group is wrapping up its call for projects and moving into the evaluation phase of the project. There are 158 proposed projects submitted of which half of the projects are related to transit and the other half are related to roadways. He noted that many of the projects were included in the Transportation Improvement Plan (TIP) but were not previously included in the Regional Capital Plan. This plan includes Program Priority areas for projects that do not fit the mold of RCPs. Staff have gone through the evaluation criteria with the resource group and are finalizing details. He noted that there are fewer criteria, and they are represented in the categories called existing needs and future impact. Costs and sponsor support will be considered in the evaluation process.

Ginsberg discussed the draft revenue baseline forecast. The financial plan is a required component of the RTP. The forecast needs to show that the region has sufficient funding for all the projects in the plan. The baseline forecast is the first step in the financial planning process. It is important to remember that the baseline revenue is not sufficient to fund all the projects in the RTP and that there is a need to consider new and durable funding sources. Based on feedback received from the resource group and previous committee meetings, staff continue to think about some of the assumptions to ensure the best path forward. The goal is to feel confident in the fiscal constraint that is identified at the end of the financial planning process. There needs to be a balance of conservatism and optimism.

The baseline revenues are organized into four categories: 1) federal revenue; 2) state revenue; 3) system generated revenue; and 4) local revenues. The baseline revenue forecast in the ONTO 2050 Plan Update was \$488 billion but staff is evaluating local revenues and federal competitive funding before factoring them into the next baseline revenue forecast. Adjusting for the removal of these two pieces bring the current baseline revenue forecast to \$354.7 billion for 2027 - 2050.

Discussion ensued regarding the use of county funds from the RTA sales tax. A conversation is needed to identify how the counties use these funds.

Next steps include continued refinement of the baseline revenue forecast, developing cost estimates, identifying reasonably expected revenues, and conducting a risk assessment.

The Regional Transportation Plan updated was presented and discussed.

6.02 Safe Streets for All Regional Safety Planning Update

[25-100](#)

Attachments: [SS4A Update Memo 25 04 2025](#)

Lindsay Bayley, Program Lead for Safe and Complete Streets, reported on the work to develop safety action plans for six of the seven counties in our region using the SS4A federal grant. Staff took a cautionary pause to connect with federal partners to ensure CMAP complies with federal regulations and guidance. There are eight components to a safety action plan of which six of the components

must be completed before applying for an implementation grant. All components must eventually be fulfilled.

The new Notice of Funding Opportunity (NOFO) guidance on areas of persistent poverty is similar to the previous guidance, but it was noted that McHenry and DuPage Counties have been impacted by the guidance. Staff suspended some of the elements to comply with the new regulations, resulting in a change in scope with respect to the level of public engagement.

Bayley reported that the timeline for the Technical Safety Action Plan has been moved up to ensure CMAP meets all the requirements of the grant. The final plans will be completed by May 23 and will be presented to the Transportation Committee for consideration at its May 30, 2025 meeting. Following the Transportation Committee meeting, a special meeting of the MPO Policy Committee will be held for final approval.

She noted the deadline for applying for the next round for SS4A funding is June 26, 2025 which will make counties and municipalities eligible for funding. Additionally, staff is exploring the use of other funding sources to advance the work that has been impacted by the new guidance.

Discussion ensued.

An update of the Safe Streets for All Regional Safety Plan was presented.

6.03 Legislative update

[25-104](#)

Attachments: [Legislative Update Memo 2025-04-25](#)
[2025-03-28 CMAP Update](#)

Kasia Hart, Senior Specialist, provided a legislative update. Staff continue to monitor executive orders for their impact on the region. Staff met with county engineers to understand the local impact of recent federal actions with a focus on the US DOT directive requiring additional review un-obligated grant awards, which totals 100's of millions of dollars.

She reviewed the work that is occurring on the surface transportation reauthorization process. The most recent continuing resolution by the federal government did not include funding for FY26 priority projects. Each of the members of the delegation are handling their process differently.

At the state level, CMAP continues to gather support on House Bill (HB) 3784, the Strengthen Communities RPA funding initiative that would appropriate \$2 million for non-transportation work. The goal is to get this bill incorporated in the final FY26 budget.

Transit reform and funding continue to be deliberated. Subject hearings have been held on the two bills that have been filed in the Senate and House. Staff is monitoring the hearings and will respond to legislative inquiries as needed. Some members are hosting transit listening sessions with their constituents and have asked CMAP to provide information on the PART report.

Discussion ensued.

7.0 Other Business

There was no other business before the committee.

8.0 Public Comment

Garland Armstrong, former Illinois resident, asked if Metra is working with Pace transit operations to ensure that addresses are identified at train stations for use by paratransit customers. Pace Representative Erik Llewellyn reported that the addresses are in the system for paratransit users. Armstrong inquired about possible new Amtrak stations.

John Paul Jones, Grow Greater, remarked on the TIP formal and administrative amendments. He inquired why asset conditions were not included in the Regional Capital Plan. Regarding the Safe Streets for All travel update, he asked staff to include members of the community to provide feedback and information.

9.0 Next Meeting

The next meeting is scheduled for May 30, 2025

10.0 Adjournment

A motion was made by IEPA Representative Jack Cruikshank, seconded by Kane Co Representative Heidi Files, to adjourn the meeting. The motion carried by the following vote:

Absent: Academic Research Representative 2

Non-Voting: FHWA Representative, and FTA Representative

The meeting was adjourned at 10:57 a.m.

Minutes prepared by Blanca Vela-Schneider

MEMORANDUM

To: Transportation Committee

From: CMAP Staff

Date: May 23, 2025

Subject: FFY 2025 FTA Sub-Area Allocation between Indiana-Illinois and Wisconsin-Illinois of Section 5307/5340 Urbanized Area, Section 5337 State of Good Repair, Section 5339 Bus and Bus Facilities and Section 5310 Enhanced Mobility of Seniors and Individuals with Disabilities funds

Action Requested: Recommendation for MPO endorsement of subarea allocations between northwest Indiana-northeastern Illinois and southeastern Wisconsin-northeastern Illinois

In the CMAP region, there are two urbanized areas: Chicago, IL-IN and Round Lake Beach-McHenry-Grayslake, IL-WI, each within the boundaries of two MPOs. Each area receives an allocation of FTA section 5307, 5340, 5339, 5337, and 5310 funding that must be sub-allocated within the individual MPO planning areas. The proportional suballocation is based on agreements negotiated between Illinois and Indiana and between Illinois and Wisconsin.

On May 5, 2025, full FFY 2025 urbanized area apportionments for these funds were published by the Federal Transit Administration. This supersedes the partial apportionments recommended by the Transportation Committee at its April 25 meeting. Per the negotiated agreements and federal requirements, the Regional Transit Authority (RTA) Board must approve, and the MPO Policy Committee must endorse, the sub-allocations presented in Table 1. This funding is further suballocated by the RTA Board between the three transit service boards, as presented in Table 2.

Table 1 - FFY 2025 Allocation between Illinois/Indiana and Illinois/ Wisconsin

Region	Total	Illinois	Indiana	Wisconsin
Chicago, Illinois/Indiana Urbanized Area	\$769,053,450.39	\$737,072,521.59	\$31,980,928.80	\$0.00
Round Lake Beach, McHenry, Grayslake Urbanized Area	\$17,559,854.53	\$17,431,560.74	\$0.00	\$128,293.79
Total	\$786,613,304.92	\$754,504,082.33	\$31,980,928.80	\$128,293.79

Table 2 - FFY 2025 Service Board Marks

Region	Total	CTA	Metra	Pace
Chicago, Illinois/Indiana Urbanized Area	\$727,319,424	\$444,442,868	\$227,348,306	\$55,528,250
Round Lake Beach, McHenry, Grayslake Urbanized Area	\$17,140,991	\$0.00	\$16,834,710	\$306,281
Total	\$744,460,415	\$444,442,868	\$244,183,016	\$55,834,531

The Transportation Committee is asked to recommend to the MPO Policy Committee endorsement of the suballocations, contingent on RTA Board approval on June 12, 2025.



MEMORANDUM

To: Transportation Committee

From: CMAP Staff

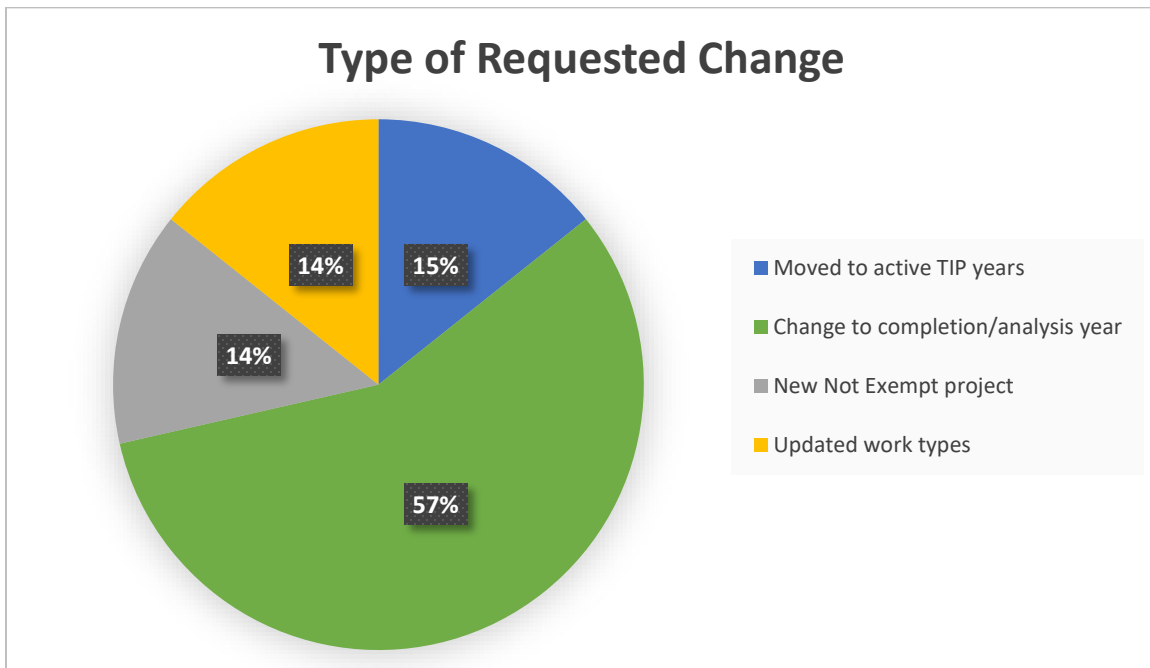
Date: April 22, 2025

Subject: ON TO 2050/2025-2029 TIP Conformity Analysis & TIP Amendment 25-08 and 25-08.1 release for public comment

Action Requested: Recommendation for approval by the MPO Policy Committee

Purpose

In accordance with the required plan update conformity analysis policy, CMAP staff asked programmers to submit changes, additions, or deletions to projects that are currently included or are being submitted for inclusion in the FFY 2025-2029 TIP/ON TO 2050 plan that are Not Exempt from air quality emissions analysis and are thus required to being included in the regional emissions analysis. Seven projects submitted TIP changes, shown on formal conformity amendment 25-08. These changes will be included in the required regional emissions analysis. Below is a summary by type of requested changes.



If the FFY 2025-2029 TIP formal conformity amendment is approved, two projects not previously conformed and modifications to five previously conformed projects will be included in the fiscally constrained and conformed TIP.

The Transportation Improvement Program (TIP) is required under federal regulations to be both fiscally constrained and conformed. In nonattainment areas (The CMAP region is a nonattainment area for ozone) [Transportation Conformity Regulations](#) state that conformity determinations are required for the adoption, acceptance, approval or support of TIPs and TIP amendments developed pursuant to 23 CFR part 450 or 49 CFR part 613 by an MPO or DOT; and the approval, funding, or implementation of FHWA/FTA projects.

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

The new Not Exempt project to be conformed is:

- [08-25-0022](#): extension of the IL 390 ramps from Lake St (US 20) to County Farm Road. Work includes replacing the current interchange with a diverging diamond and intersection improvements at Ontarioville Rd & Lake St, Greenbrook Blvd & Lake St, as well as the intersection of the new ramps & County Farm Rd.

The Not Exempt project moving into active TIP years to be conformed is:

- [08-19-0042](#): road expansion of I-55 from I-355 to Bolingbrook Dr (IL 53) to reconstruct the road to include additional through lanes and an auxiliary lane.

The previously conformed projects that submitted conformity related TIP changes included in the amendment are:

- [07-14-0003](#): road expansion of Vollmer Road from Kedzie Avenue to Western Avenue including full replacement of the bridge over the rail tracks and the addition of a new shared use path.
- [09-10-0024](#): road modernization of State St (IL 38) from the Fox River to Kirk Road, reconstructing the roadway and implementing new bicycle facilities.
- [09-20-0098](#): road modernization of Orchard Gateway Boulevard from Orchard Road to Hansen Boulevard. Work will provide adequate turn lanes at intersections, new traffic signals and interconnection, sidewalk improvements, and a new curb and gutter. The project also includes installation of a new intersection, roadway lighting, and a retaining wall.
- [10-17-0027](#): road expansions of Baron Boulevard (IL 83) and Belvidere Road (IL 120) to Buckley Road (IL 137) and Atkinson Road, respectively. This project includes the construction of a new road between IL 120 and Atkinson Road, along with reconstruction, intersection upgrades, and ADA improvements along the two routes.
- [17-94-0008](#): new transit vehicle acquisition and implementation, purchasing over 100 hybrid buses for system-wide vehicle replacements and fleet expansions. Investments in new bus stock will include a focus on Pace's Pulse Dempster Corridor.

Changes to existing projects are described below.

Analysis Year changes:

The completion year indicates when a project is anticipated to be in service to users. The conformity analysis is conducted for selected analysis years between now and 2050. The analysis years are currently 2025, 2030, 2035, 2040 and 2050. If a change in completion year results in moving a project across an analysis year, that needs to be reflected in the emissions modeling. This information is captured through the conformity amendment process.

The following Not Exempt projects crossed an analysis year:

- [09-10-0024](#): the road modernization of State St (IL 38) had the open to traffic year updated from 2026 to 2027, with the implementation status changed to reflect that the project has been let to construction.
- [09-20-0098](#): the road modernization of Orchard Gateway Boulevard from Orchard Road to Hansen Boulevard had a change to the project completion year(s) for analysis from 2025 to 2026-2030 as the construction letting date was delayed.
- [10-17-0027](#): the road expansions of Baron Boulevard (IL 83) and Belvidere Road (IL 120) had the open to traffic year changed from TBD to 2035 and the completion year(s) for analysis updated to 2031-35. The second phase of this project is set to be let for construction in 2033. The Signal Timing work type was also added to the project scope.
- [17-94-0008](#): the new transit vehicle implementation had a change to the project completion year(s) for analysis from 2025 to 2026-30.

Scope Changes:

The scope of a project is determined by the [work types](#) associated with the project.

- Not Exempt work types are expected to affect air quality and must be included in the conformity analysis. Examples of Not Exempt work types are adding lanes to a road, removing lanes from road, interchange expansion, a major expansion of bus route service, etc.
- Exempt work types do not require an air quality conformity analysis. Examples of exempt work types are resurfacing, intersection improvements, and rail station modernization.

This previously Not Exempt project removed the Not Exempt work type, making it an Exempt project and removing it from the conformity analysis model:

- [07-14-0003](#): the road expansion of Vollmer Road from Kedzie Avenue to Western Avenue no longer includes adding additional thru lanes, thus the add lanes work type was removed and the project is now a bridge replacement only.

The Not Exempt projects moving into active TIP years (FFY 2025-2029) to be conformed are:

- [08-19-0042](#): the road expansion of I-55 from I-355 to Bolingbrook Dr (IL 53) was moved out of the illustrative program and into the active TIP. Engineering II phases were programmed in FFY 2025-27, with the open to traffic date for this project changed from 2030 to 2032, with analysis completion year(s) of 2031-35.

Newly submitted changes are found in the [25-08 Conformity Formal Amendment](#) report.

An administrative conformity amendment, 25-08.1 was created to enable projects to make technical corrections or update modeling information for Exempt Tested projects. Exempt Tested projects are projects that have work types that do not impact air quality but do impact the master highway network used in travel demand modeling. An example of an Exempt Tested project is a change in the width of a travel lane. Adding a new travel lane requires a project to go through conformity analysis, but changing the width of an existing lane does not. Exempt Tested projects help ensure that the master highway network is kept up to date. Through this administrative amendment CMAP can update the master highway network, ensuring that the most updated network is used for conformity analysis. The administrative changes can be found in the [25-08.1 Conformity Administrative Amendment](#) report. Administrative amendments are effective upon staff approval in the eTIP database.

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

The Chicago Nonattainment area is within the CMAP region and is classified as Serious Nonattainment for Ozone. Ozone is a gas that is formed by the reaction of Volatile Organic Compounds (VOC) and Oxides of Nitrogen (NO_x) in the atmosphere in the presence of sunlight (VOC and NO_x are referred to as ozone precursors). Illinois EPA has an approved State Implementation Plan (SIP) to reduce Ozone levels in the CMAP region to meet the current National Ambient Air Quality Standards (NAAQS). The SIP has emissions budgets including the Motor Vehicle Emissions budget (MVEB) for VOC and NO_x that the CMAP TIP needs to demonstrate conformity to. The MVEB for the NEIL nonattainment area for 2035 and beyond reflect federal register notice on May 20, 2022 (87 FR 30828) and is part of the 2008 ozone maintenance SIP that was approved in that noticed by U.S. EPA. The result is that the MVEB changes to 65 tons/day of VOCs and 110 tons/day of NO_x in 2035. Prior year MVEB's remained unchanged. To demonstrate that the CMAP TIP conforms to the MVEB CMAP performed the required regional emissions analysis per the Transportation Conformity regulations pervious mentioned. Using MOVES4, CMAP modeled on-road emission estimates for ozone precursors VOC and NO_x in each analysis year were produced. The emission analysis shown in the table below demonstrates that FFY 2025-2029 TIP and the ON TO 2050 plan conform to the Motor Vehicle Emissions Budget for volatile organic compounds (VOC) and nitrogen oxides (NO_x) as required.

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

Year	Volatile Organic Compounds		Nitrogen Oxides	
	Northeastern Illinois	SIP Budget	Northeastern Illinois	SIP Budget
2025	50.60	60.13	125.00	150.27
2030	43.81	60.13	74.91	150.27
2035	38.58	65.00	49.45	110.00
2040	34.70	65.00	39.69	110.00
2050	30.80	65.00	35.44	110.00

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

Notes:

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

Results updated as of April 2025

ACTION REQUESTED: Approval of the ON TO 2050/2025-2029 TIP Conformity Analysis & TIP Amendment 25-08 by the MPO Policy Committee.



MEMORANDUM

To: Transportation Committee

From: CMAP Staff

Date: May 23, 2025

Subject: FFY 2026-2030 CMAQ, STP-SF, TAP-L Programs

Action Requested: Approval

Purpose

On May 15, 2025, the STP Project Selection Committee (PSC) approved the attached STP-Shared Fund (STP-SF) program and the CMAQ and TAP-L PSC approved the attached Congestion Mitigation and Air Quality Improvement (CMAQ) and locally programmed Transportation Alternatives (TAP-L) programs. The programs consist of 40 projects to be funded over the next five federal fiscal years (FFYs). The programs include STP-SF funding for 8 projects, CMAQ funding for 27 projects and TAP-L funding for 5 projects. The new projects were selected by applying performance-based selection methodologies to the 88 project applications received in response to the call for projects issued in October 2024.

Draft programs were available for public comment from April 4 through May 2, 2025. Three comments were received in support of a project included in the TAP-L program and one comment was received requesting the inclusion of five projects that were not submitted by eligible sponsors during the call for projects' application period. Based on the nature of the comments, the PSCs made no changes to the draft programs.

The recommended programs have been incorporated into TIP amendments 25-09.1, 25-09.2 and 25-09.3. Staff requests that the Transportation Committee recommend approval of TIP Amendments 25-09.1, 25-09.2 and 25-09.3 to the CMAP Board and MPO Policy Committee.



Chicago Metropolitan Agency for Planning

FFY 2026-2030 CMAQ Program Development - Recommendation of the CMAQ and TAP-L Project Selection Committee, May 15, 2025

							Air Quality				Transportation Impact			
SubType	CMAQ ID	Sponsor	Facility to be Improved	Adjusted Project Total	Federal Request	2026-2030 Recommended Total	Annualized \$ per Kg VOC Eliminated	Annualized \$ Per Kg PM2.5 Eliminated	Annualized \$ Per Kg NOx Eliminated	CMAQ Cost Effectiveness Score	Sum of All Criteria Scores	Inclusive Growth Score	CMAQ Composite Priority Index ¹	Notes
Bicycle Facility	02-25-0015	Lincolnwood	Pratt Avenue Pedestrian Bridge - CFP	\$ 4,074,755	\$2,864,000	\$2,864,000	\$592			46	24	4	74.2	
Signal Interconnect	04-25-0009	IDOT D1 Hwys	Various - Various Locations (ATMS Expansion Phase 5A) - CFP	\$ 7,441,200	\$5,512,000	\$5,512,000	\$1,045			43	12	10	65.4	Benefit for Cohort 4 community(s)
Signal Interconnect	04-25-0008	IDOT D1 Hwys	Various - Various Locations (ATMS Expansion Phase 5B) - CFP	\$ 2,882,000	\$2,096,000	\$2,096,000	\$1,162			43	12	10	64.8	
Signal Interconnect	02-25-0017	IDOT D1 Hwys	Various - Various Locations (ATMS Expansion Phase 5C) - CFP	\$ 1,936,000	\$1,408,000	\$1,408,000	\$1,566			40	14	10	64.5	
Signal Interconnect	04-25-0010	IDOT D1 Hwys	St Charles Rd - Taft Ave to Wolf Rd - CFP	\$ 201,300	\$146,000	\$146,000	\$636			46	12	4	61.9	
Signal Interconnect	06-25-0007	IDOT D1 Hwys	US 45 LaGrange Rd/96th Ave - 123rd St/McCarthy Rd to Creek Rd - CFP	\$ 315,700	\$230,000	\$230,000	\$646			46	14	0	59.8	
Transit Facility Improvement	18-25-0022	Metra	Van Buren Street Station Renovation - CFP	\$ 100,000,000	\$80,000,000	\$80,000,000	\$4,712			27	25	8	59.2	
Signal Interconnect	09-25-0013	Aurora	Farnsworth Avenue Traffic Signal Modernization / Resurfacing (I-88 to Sheffer Rd) - CFP	\$ 6,258,000	\$1,687,200	\$1,687,200	\$3,419			32	23	4	58.6	Also includes bicycle facility
Signal Interconnect	04-25-0007	IDOT D1 Hwys	25th Ave - Addison Ave to Fullerton Ave - CFP	\$ 374,000	\$272,000	\$272,000	\$1,387			41	14	2	57.5	
Signal Interconnect	03-25-0015	IDOT D1 Hwys	Oakton St - Des Plaines River to Ill 21 (Milwaukee Ave) - CFP	\$ 1,094,500	\$796,000	\$796,000	\$1,079			43	14	0	57.2	
Signal Interconnect	12-25-0009	Joliet	Joliet Central Traffic Management System (CTMS) - Phase C - CFP	\$ 1,100,125	\$800,100	\$800,100	\$749			45	10	2	57.2	
Direct Emissions Reduction	18-25-0020	Metra	Metra Electric Switch Locomotive - CFP	\$ 29,000,000	\$23,200,000	\$23,200,000		\$10,899	\$320	47	0	10	56.8	Benefit for Cohort 4 community(s)
Signal Interconnect	11-25-0008	IDOT D1 Hwys	Ill 176 - US 14 (Virginia St) to Oak St - CFP	\$ 237,600	\$173,000	\$173,000	\$862			45	12	0	56.5	
Signal Interconnect	02-25-0018	IDOT D1 Hwys	1) West Lake Ave - Pfingsten Rd to Greenwood Rd, 2) Greenwood Rd - West Lake Ave to East lake Ave - CFP	\$ 284,900	\$207,000	\$207,000	\$1,574			40	14	2	56.4	
Signal Interconnect	03-25-0016	IDOT D1 Hwys	1) Rand Rd - US 14 (Miner/Dempster St) to Elk Blvd, 2) Ballard Rd - Rand Rd to Greenwood Ave - CFP	\$ 840,400	\$611,000	\$611,000	\$2,040			38	14	2	54.0	
Bicycle Facility	01-25-0016	CDOT	Eastward Extension of the 606: Ashland-Elston - CFP	\$ 46,000,000	\$31,813,240	\$31,813,240	\$5,599			24	28	2	53.5	
Signal Interconnect	03-25-0013	IDOT D1 Hwys	Cumberland Ave - Devon Ave to Granville Ave - CFP	\$ 128,700	\$94,000	\$94,000	\$2,194			37	14	0	51.2	
Signal Interconnect	10-25-0005	IDOT D1 Hwys	Ill 53 - Long Grove Rd to Menards Entrance - CFP	\$ 341,000	\$248,000	\$248,000	\$1,499			41	8	2	50.9	
Bicycle Facility	01-25-0013	CDOT	Arterial Resurfacing Bike/Ped Improvements - CFP	\$ 38,641,300	\$28,513,040	\$0	\$7,077			19	20	10	49.3	

1 - Composite priority index is the sum of air quality, transportation impact, and inclusive growth scores.

							Air Quality				Transportation Impact			
SubType	CMAQ ID	Sponsor	Facility to be Improved	Adjusted Project Total	Federal Request	2026-2030 Recommended Total	Annualized \$ per Kg VOC Eliminated	Annualized \$ Per Kg PM2.5 Eliminated	Annualized \$ Per Kg NOx Eliminated	CMAQ Cost Effectiveness Score	Sum of All Criteria Scores	Inclusive Growth Score	CMAQ Composite Priority Index ¹	Notes
Access to Transit	16-25-0011	RTA	RTA Access to Transit Program of Projects - CFP	\$ 4,168,974	\$3,063,527	\$3,063,527	\$2,913			34	11	4	48.8	Benefit for Cohort 4 community(s); Ford Heights, Harvard, Itasca and Chicago communities of Auburn Gresham & Edgebrook
Signal Interconnect	03-25-0014	IDOT D1 Hwys	1) Central Ave - Oakton Community College to Dearlove Rd & Ill 21 to Greenwood Rd, 2) Greenwood Rd - East Lake Ave to Central Rd - CFP	\$ 885,500	\$644,000	\$644,000	\$3,648			31	14	2	46.6	
Signal Interconnect	12-25-0015	IDOT D1 Hwys	Ill 171 Archer Ave - 123rd St/McCarthy Rd to 143rd St - CFP	\$ 1,397,000	\$1,016,000	\$1,016,000	\$3,297			32	14	0	46.1	
Signal Interconnect	08-25-0007	Naperville	Advanced Traffic Management System - South Expansion - CFP	\$ 3,294,495	\$2,031,328	\$2,031,328	\$3,046			33	12	0	45.2	
Signal Interconnect	11-25-0007	IDOT D1 Hwys	1) US 20 Grant Hwy - Ill 23 to Prospect St, 2) Ill 23 - Ill 176 (Telegraph St) to US 20 (Grant Hwy) - CFP	\$ 506,000	\$368,000	\$368,000	\$2,803			34	10	0	44.3	Benefit for Cohort 4 community(s); Prior CMAQ/CRP funding
Transit Facility Improvement	16-25-0012	CTA	Red Line Extension Project - CFP	\$ 5,750,004,647	\$80,000,000	\$0	\$27,840			1	28	10	39.2	
Signal Interconnect	10-25-0006	IDOT D1 Hwys	1) Ill 60 - Petersen Rd to Ill 120, 2) Ill 120 (Belvidere Rd) - Ill 60 to Fairfield Rd - CFP	\$ 891,000	\$648,000	\$648,000	\$5,100			25	12	0	37.2	
Bicycle Facility	02-25-0009	Evanston	Chicago Avenue Multimodal Corridor Improvement - CFP	\$ 15,493,999	\$11,160,000	\$11,160,000	\$12,675			9	26	2	37.1	
Access to Transit	01-25-0007	CDOT	Chicago Pedway Main Stem Modernization - CFP	\$ 61,636,163	\$47,508,930	\$0	\$10,715			12	16	8	35.8	Federal eligibility concern
Intersection Improvement	09-25-0018	IDOT D1 Hwys	Ill 31 - At Big Timber Rd - CFP	\$ 2,475,720	\$1,665,000	\$1,665,000	\$4,877			26	7	2	34.9	
Bicycle Facility	01-25-0009	CDOT	Weber Spur Trail UPRR from Devon Ave to Elston Ave - CFP	\$ 83,016,600	\$45,881,600	\$0	\$17,380			5	28	2	34.8	TAP-L; Prior CMAQ funds for E1
Direct Emissions Reduction	18-25-0021	Metra	Metra Tier IV Diesel Switch - CFP	\$ 56,500,000	\$45,200,000	\$0		\$37,919	\$663	20	0	10	30.5	
Bicycle Facility	07-25-0007	Park Forest	26th Street Multi-Use Path - CFP	\$ 2,710,000	\$2,510,000	\$2,510,000	\$37,502			0	20	10	30.3	TDCH
Bicycle Facility	07-25-0010	Country Club Hills	BP Pipeline Shared Use Path - CFP	\$ 2,475,020	\$1,736,678	\$0	\$198,515			0	24	6	30.0	TAP-L Funded
Bicycle Facility	08-25-0008	Elmhurst	Bicycle and Pedestrian Overpass over IL 83 - CFP	\$ 4,137,898	\$123,918	\$0	\$12,230			10	20	0	29.6	TAP-L Funded
Bicycle Facility	01-25-0010	CDOT	Humboldt Park Streetscape - North Avenue: Kostner Avenue to Kedzie Avenue - CFP	\$ 3,978,216	\$3,539,700	\$0	\$36,246			0	17	10	27.4	
Transit Facility Improvement	08-25-0011	Glen Ellyn	Village of Glen Ellyn Metra Station and Multi Modal Access Improvements Project - CFP	\$ 51,791,453	\$9,980,000	\$0	\$29,281			1	16	8	25.3	
Bicycle Facility	12-25-0008	FPD of Will Co	DuPage River Greenway Trail - Weber Road Improvements - CFP	\$ 6,820,440	\$4,826,400	\$0	\$31,503			1	24	0	24.7	TAP-L Funded

1 - Composite priority index is the sum of air quality, transportation impact, and inclusive growth scores.

							Air Quality				Transportation Impact			
SubType	CMAQ ID	Sponsor	Facility to be Improved	Adjusted Project Total	Federal Request	2026-2030 Recommended Total	Annualized \$ per Kg VOC Eliminated	Annualized \$ Per Kg PM2.5 Eliminated	Annualized \$ Per Kg NOx Eliminated	CMAQ Cost Effectiveness Score	Sum of All Criteria Scores	Inclusive Growth Score	CMAQ Composite Priority Index ¹	Notes
Intersection Improvement	06-25-0004	Orland Park	143rd Street and Southwest Highway Intersection Improvements - CFP	\$ 25,000,228	\$8,500,000	\$0	\$79,898			0	20	4	24.0	
Bicycle Facility	10-25-0003	Highland Park	Pedestrian Bridge over US 41 (Skokie Highway) - CFP	\$ 8,504,000	\$4,152,800	\$0	\$44,004			0	22	0	22.1	
Intersection Improvement	12-25-0014	IDOT D1 Hwys	Ill 53 Independence Blvd - At 135th St/Romeo Rd - CFP	\$ 5,856,110	\$2,678,400	\$0	\$22,428			2	13	2	17.4	
Intersection Improvement	03-25-0011	Elk Grove Village	Biesterfield Road at I-290 Ramp and Interchange Improvements - CFP	\$ 28,063,700	\$19,938,720	\$0	\$68,946			0	17	0	17.0	
Bicycle Facility	09-25-0011	Kane Co DOT	Randall Rd at Big Timber Rd - CFP	\$ 9,373,012	\$327,200	\$0	\$142,476			0	16	0	16.0	
Bicycle Facility	04-25-0004	Berkeley	Taft Avenue Corridor Mobility Improvements - CFP	\$ 7,701,769	\$5,145,674	\$0	\$30,259			1	13	2	15.8	
Intersection Improvement	03-25-0012	IDOT D1 Hwys	Ill 72 Higgins Rd - At Huntington Blvd - CFP	\$ 1,755,000	\$1,155,000	\$0	\$47,748			0	13	2	15.1	
Intersection Improvement	02-25-0012	Winnetka	Willow Road and Hibbard Road Intersection Improvements - CFP	\$ 13,058,400	\$3,291,427	\$0	\$1,043,104			0	15	0	15.0	
Intersection Improvement	05-25-0007	IDOT D1 Hwys	US 34 Ogden Ave - At Joliet Ave in Lyons - CFP	\$ 2,749,400	\$1,620,000	\$0	\$57,911			0	9	4	13.0	
Intersection Improvement	06-25-0002	Orland Park	153rd & Ravinia Roundabout Improvements - CFP	\$ 4,525,765	\$990,037	\$0	\$95,253			0	11	0	11.0	
Direct Emissions Reduction	17-25-0001	Pace	Electric Buses for Southwest and River Divisions - CFP	\$ 70,200,000	\$56,160,000	\$0		\$262,945	\$3,488	0	0	10	10.4	
Intersection Improvement	18-25-0019	IDOT D1 Hwys	US 20 - At Big Timber Rd - CFP	\$ 6,727,800	\$4,392,000	\$0	\$123,600			0	10	0	10.0	
Direct Emissions Reduction	08-25-0012	Addison	Replacement of Select Gasoline Powertrain Vehicles with Zero Emission Vehicles and Installation of Supporting EVSE Project - CFP	\$ 482,900	\$386,320	\$0		\$260,394	\$50,947	0	0	2	2.0	
Direct Emissions Reduction	12-25-0013	Joliet	IKEA and City of Joliet EV Charging Stations - CFP	\$ 815,959	\$646,366	\$0		\$95,856	\$7,399	0	0	0	0.1	
Direct Emissions Reduction	02-25-0011	Wilmette Park District	Electric Buses - CFP	\$ 2,600,000	\$1,950,000	\$0		\$967,384	\$5,498	0	0	0	0.0	
Intersection Improvement	02-25-0016	IDOT D1 Hwys	Ill 43 Waukegan Rd - At Maple Ave - CFP	\$ 2,755,350	\$1,753,000	\$0	Not Analyzed			Not Analyzed	0	0	Not Analyzed	Missing Application Workbook
Bicycle Facility	03-25-0008	Wheeling	Wheeling Road Reconstruction from Palatine Road to Dundee Road - CFP	\$ 4,669,253	\$3,447,152	\$0	Not Analyzed			Not Analyzed	0	0	Not Analyzed	Not eligiblie-no plan
Bicycle Facility	05-25-0006	Summit	74th Avenue Pedestrian Bridge Replacement over the Indiana Harbor Belt Railroad - CFP	\$ 5,420,000	\$3,275,000	\$0	Not Analyzed			Not Analyzed	0	0	Not Analyzed	Missing Bicycle Facility tab of Application Workbook
Bicycle Facility	07-25-0012	Cook Co DOTH	Sauk Village Multi-Use Path - CFP	\$ 8,767,000	\$950,000	\$0	Not Analyzed			Not Analyzed	0	0	Not Analyzed	Received CMAQ for E1 in 2015. Requesting E2 funding but E1 is not complete.
Access to Transit	08-25-0006	Westmont	Grade Separated Pedestrian Crossing - CFP	\$ 37,250,000	\$23,750,000	\$0	Not Analyzed			Not Analyzed	0	0	Not Analyzed	Incomplete Analysis

1 - Composite priority index is the sum of air quality, transportation impact, and inclusive growth scores.

							Air Quality				Transportation Impact			
SubType	CMAQ ID	Sponsor	Facility to be Improved	Adjusted Project Total	Federal Request	2026-2030 Recommended Total	Annualized \$ per Kg VOC Eliminated	Annualized \$ Per Kg PM2.5 Eliminated	Annualized \$ Per Kg NOx Eliminated	CMAQ Cost Effectiveness Score	Sum of All Criteria Scores	Inclusive Growth Score	CMAQ Composite Priority Index ¹	Notes
Intersection Improvement	12-25-0006	Plainfield	Renwick Road Reconstruction - CFP	\$ 5,946,589	\$3,976,720	\$0	Not Analyzed			Not Analyzed	0	0	Not Analyzed	Missing Input Module Worksheets
Intersection Improvement	12-25-0003	Lockport	IL-171 and New Avenue Intersection Improvements - CFP	\$ 5,434,715	\$3,735,960	\$0	No Benefit			No Benefit	0	0	No Benefit	Analysis showed no emissions benefits
Bicycle Facility	12-25-0007	FPD of Will Co	Wolf's Crossing Road Trail Connection - CFP	\$ 2,446,409	\$1,439,214	\$0	No Benefit			No Benefit	0	0	No Benefit	Analysis showed no emissions benefits

1 - Composite priority index is the sum of air quality, transportation impact, and inclusive growth scores.

						STAFF RECOMMENDED PROGRAM					notes
Rank	TIP ID	Project	Sponsor	Phase	programming mark	FFY 2026	FFY 2027	FFY 2028	FFY 2029	FFY 2030	
						\$ 31,685,708	\$ 32,227,818	\$ 32,780,770	\$ 33,396,995	\$ 33,931,347	
0	01-12-0015	Grand Avenue Bridge over North Branch of the Chicago River	CDOT	CON		\$17,600,000					Current active program
0	07-23-0023	Steger Road from Halsted Street to Union Avenue	Steger	ENG1		\$376,000					Current active program
0	09-20-0084	Galena Boulevard Resurfacing and Traffic Signal Modernization from Constitution Drive to Locust Street	Aurora	CON		\$444,314					Current active program
0	03-23-0036	Melas-Meadows Pedestrian Bridge	Mount Prospect	CON		\$2,033,824					Current active program
0	07-21-0007	Ashland Ave Complete Streets Road Modernization (120th St to Thornton Rd)	Calumet Park	ENG1		\$500,000					Current active program
0	06-16-0007	131st Street from Pulaski Road to Kedzie Avenue	Alsip	C/CE		\$4,105,570					Current active program
0	10-23-0010	Village of Lake Bluff- Green Bay Road Reconstruction	Lake Bluff	C/CE		\$3,909,760					Current active program
0	10-17-0016	Everett Road at Waukegan Road Intersection Improvement	Lake Forest	ROW		\$875,440					Current active program
0	08-00-0009	IL 53 from S of IL 56 Butterfield Rd to Park Blvd	DuPage DOT	ENG2		\$1,840,800					Current active program
0	03-23-0017	Wheeling Road from IL 68 (Dundee Rd) to Palatine Rd	Wheeling	CON			\$1,015,248				Current active program
0	08-00-0009	IL 53 from S of IL 56 Butterfield Rd to Park Blvd	DuPage DOT	ROW			\$2,035,200				Current active program
0	05-22-0016	IL 43 (Harlem Avenue) at 65th Street / BRC RR (Watermain and lighting costs only)	Summit	CON			\$3,097,600				Current active program
0	01-23-0007	18th Street Viaduct: Wentworth to East Side of Chicago River	CDOT	CON			\$20,000,000				Current active program
0	09-21-0005	Randall Rd @ Big Timber Rd	Kane DOT	CON			\$3,353,670				Current active program
1	03-25-0010	US 14 NW Hwy at CN Railroad - CFP	Barrington	C/CE			\$2,726,100				Existing project; partial funding
0	01-22-0043	Ogden Avenue from Pulaski to Roosevelt (Kedzie to Roosevelt section)	CDOT	CON				\$20,000,000			Current active program
2	09-25-0010	Kimball St over the Fox River - CFP	Elgin	C/CE				\$11,623,200			
14	05-25-0006	74th Avenue Pedestrian Bridge Replacement over the Indiana Harbor Belt Railroad - CFP	Summit	ENG2				\$175,000			
3	09-25-0017	Chicago Street Bridge over the Fox River - CFP	Elgin	C/CE					\$5,300,000		
4	01-25-0012	Milwaukee Avenue: Logan to Armitage Road Reconstruction Project - CFP	CDOT	CON					\$14,367,560		
9	01-25-0015	Rehabilitation of 92nd Street, 95th Street, and 100th Street Bridges over the Calumet River - CFP	CDOT						\$13,729,435		Later year
0	07-20-0048	State Street Improvements from Burnham Ave to State Line Road	Calumet City	CON						\$12,780,770	Current active program
8	03-25-0009	Algonquin Road & UP Railroad Grade Separation - CFP	Des Plaines	C/CE						\$14,476,800	
10	07-25-0008	State Street Reconstruction: West of Burnham Avenue to State Line Road - CFP	Calumet City	CON						\$3,493,880	
14	05-25-0006	74th Avenue Pedestrian Bridge Replacement over the Indiana Harbor Belt Railroad - CFP	Summit	C/CE						\$3,100,000	Existing project; partial funding; later year
				balance		\$ -	\$ -	\$ 982,570	\$ -	\$ 79,897	

FFY = Federal Fiscal Year | ENG1 = Preliminary Engineering | ENG2 = Design Engineering | ROW = Land Acquisition | CON = Construction | CE = Construction Engineering | C/CE= CON & CE

Color coding:
recommended partial funding
recommended in a later year(s)

FFY 2026-2030 Locally Programmed Transportation Alternatives Program (TAP-L) - Recommendation of the CMAQ and TAP-L Project Selection Committee, May 15, 2025

CFP ID	Sponsor	Facility to be Improved	Ranking Criteria Scores								Notes
			Completion of RGTP ¹	Population & Employment Density	Safety & Attractiveness	Inclusive Growth	Bonus	Total Points	Requested Funds	Proposed Funding	
04-25-0006	Cook Co DOTH	Central Des Plaines River Trail - CFP	30	20	20	2	5	77	\$ 800,000	\$ 800,000	ENG1; project located in Cohort 4
07-25-0010	Country Club Hills	BP Pipeline Shared Use Path - CFP	30	20	20	6	0	76	\$ 1,736,678	\$ 3,078	Requesting \$3,078 to complete CMAQ funded E1 and then \$1,733,600 for C/CE (both in 2027)
01-25-0009	CDOT	Weber Spur Trail UPRR from Devon Ave to Elston Ave - CFP	30	20	20	2	0	72	\$ 45,881,600	\$ 45,881,600	Prior CMAQ funds for E1
12-25-0008	FPD Will Co	DuPage River Greenway Trail - Weber Road Improvements - CFP	30	16	20	0	5	71	\$ 4,826,400	\$ 5,171,200	
01-25-0016	CDOT	Eastward Extension of the 606: Ashland-Elston - CFP	25	20	20	2	0	67	\$ 31,813,240	\$ -	CMAQ funded
12-25-0007	FPD Will Co	Wolf's Crossing Road Trail Connection - CFP	30	16	20	0	0	66	\$ 1,286,298	\$ -	
02-25-0015	Lincolnwood	Pratt Avenue Pedestrian Bridge - CFP	10	20	20	4	5	59	\$ 2,864,000	\$ -	CMAQ funded
08-25-0008	Elmhurst	Bicycle and Pedestrian Overpass over IL 83 - CFP	10	20	20	0	5	55	\$ 123,918	\$ 123,918	
01-25-0013	CDOT	Arterial Resurfacing Bike/Ped Improvements - CFP	10	20	8	10	5	53	\$ 28,513,040	\$ -	
10-25-0003	Highland Park	Pedestrian Bridge over US 41 (Skokie Highway) - CFP	10	20	20	0	0	50	\$ 4,152,800	\$ -	
02-25-0009	Evanston	Chicago Avenue Multimodal Corridor Improvement - CFP	10	20	12	2	5	49	\$ 11,160,000	\$ -	
07-25-0007	Park Forest	26th Street Multi-Use Path - CFP	10	20	8	10	0	48	\$ 2,200,000	\$ -	TDCH; CMAQ funded
06-25-0006	Orland Park	82nd Avenue Shared Use Path (145th Place to Arrowhead Lane) - CFP	10	16	12	2	5	45	\$ 814,400	\$ -	
11-25-0006	McHenry Co DOT	Lakewood Road Shared Use Paths - CFP	10	20	12	0	0	42	\$ 4,336,640	\$ -	
09-25-0011	Kane Co DOT	Randall Rd at Big Timber Rd - CFP	10	16	12	0	0	38	\$ 327,200	\$ -	
09-25-0013	Aurora	Farnsworth Avenue Traffic Signal Modernization / Resurfacing (I-88 to Sheffer Rd) - CFP	10	16	8	4	0	38	\$ 360,800	\$ -	
04-25-0004	Berkeley	Taft Avenue Corridor Mobility Improvements - CFP	10	20	4	2	0	36	\$ 5,145,674	\$ -	
09-25-0010	Elgin	Kimball St over the Fox River - CFP	0	0	0	0	0	0	\$ 11,623,200	\$ -	Not eligible-Did not complete bicycle tab of Application Workbook; STP-SF funded
07-25-0012	Cook Co DOTH	Sauk Village Multi-Use Path - CFP	0	0	0	0	0	0	\$ 950,000	\$ -	Not eligible for phase II funding
05-25-0006	Summit	74th Avenue Pedestrian Bridge Replacement over the Indiana Harbor Belt Railroad - CFP	0	0	0	0	0	0	\$ 3,275,000	\$ -	Not eligible-Did not complete bicycle tab of Application Workbook
03-25-0008	Wheeling	Wheeling Road Reconstruction from Palatine Road to Dundee Road - CFP	0	0	0	0	0	0	\$ 3,447,152	\$ -	Not eligible-No Plan for Bicycle Facility



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

MEMORANDUM

To: Transportation Committee

From: CMAP Staff

Date: 5/23/2025

Subject: MPO Self-Certification for the Metropolitan Transportation Planning Process

Action Requested: Recommend Approval of Self Certification to MPO

Purpose

This memo outlines the self-certification requirements for the metropolitan transportation planning process, in compliance with federal law. The MPO Policy Committee will be asked to approve the updated self-certification in June. The Transportation Committee is requested to recommend approval of the attached certification statement.

Background

In accordance with 23 CFR § 450.336, each MPO and the State of Illinois must self-certify every four years that their respective planning processes comply with all applicable federal regulations. The MPO Policy Committee is charged with implementing the metropolitan planning process in the CMAP region in accordance with the following applicable federal requirements:

1. Metropolitan Transportation Planning Requirements

- **23 U.S.C. 134 – Highways, Sec. 134. Metropolitan Planning**
Describes the legal framework for MPOs and the conduct of the metropolitan transportation planning processes, development of transportation plans, programs, and activities to encourage and promote safe and efficient management, operation and development of transportation systems.
- **49 U.S.C. 5303 – Public Transportation, Sec. 5303. Metropolitan Transportation Planning**
Provides the legal framework to encourage and promote the safe and efficient management, operation, and development of surface transportation systems that will serve the mobility needs of people, as well as freight and foster economic growth and development within and between States and urbanized areas. It also

encourages the continued improvement of the metropolitan and statewide transportation planning processes.

- **23 CFR 450.336 (a)**, Self-certifications and Federal certifications
Requires MPOs and the State to certify compliance with all planning requirements every four years

2. **Clean Air Act and Transportation Conformity**

- **Clean Air Act, 42 U.S.C. Sec. 7401 et seq.**

The law that defines the Environmental Protection Agency's responsibilities for protecting and improving the nation's air quality and the stratospheric ozone layer, per the Clean Air Act Amendments of 1990.

- **40 CFR part 93 – Determining Conformity of Federal Action State or Federal Implementation Plans**

Sets forth policy, criteria, and procedures for demonstrating and assuring conformity of such activities to an applicable implementation plan developed pursuant to the CAA. This section also provides procedures for air quality nonattainment and maintenance to implement requirements with respect to the conformity of transportation plans, programs, and projects which are developed, funded, or approved by the United States Department of Transportation (USDOT), and by MPOs or other recipients of highway or transit funds.

3. **Civil Rights Act of 1964**

Title VI of the Civil Rights Act of 1964

states that "No person in the United States shall, on the ground of race, color, or national origin be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving Federal financial assistance."

This legislation authoritatively outlawed discrimination in the conduct of all federal activities. Subsequent laws and Presidential Orders added handicap, sex, age, and income status to the criteria for which discrimination is prohibited.

4. **Federal Transit Law, 49 U.S.C. 5332**

States that a person may not be excluded from participating in, denied a benefit of, or discriminated against under, a project, program, or activity receiving financial assistance under this chapter because of race, color, religion, national origin, sex, disability, or age.

5. **Fixing America's Surface Transportation Act, Section 1101(b) of the FAST Act (Pub. L. 114-357) and 49 CFR part 26**

Provides the legal and regulatory framework regarding the involvement of disadvantaged business enterprises in USDOT funded projects.

6. **Equal Employment Opportunity on Federal and Federal-Aid Construction Contracts, 23 CFR part 230**

Provides regulatory standards for the implementation of an equal employment opportunity program on federal and federal-aid highway construction contracts.

7. **The American with Disabilities Act (ADA) of 1990, 42 U.S.C. 12101 et seq.**
Prohibits discrimination against people with disabilities in employment, transportation, public accommodation, communications, and governmental activities. It prohibits the discrimination on the basis of disability by public accommodations and in commercial facilities.
 - **49 CRF part 27** specifies nondiscrimination on the basis of disability in programs or activities receiving federal assistance
 - **49 CFR part 37** implements portions of ADA related to transportation services for individuals with disabilities; and
 - **49 CRF part 38** provides guidelines for accessibility standards required by ADA for transportation vehicles.
8. **The Older Americans Act, as amended, 42 U.S.C. 6101**
Prohibits discrimination on the basis of age in programs or activities receiving federal assistance.
9. **Federal-Aid Highways, Section 324 of title 23 U.S.C.**
Prohibits discrimination based on gender.
10. **Section 504 of the Rehabilitation Act of 1973, 29 U.S.C. 794 and 49 CFR part 27**
Prohibits discrimination against individuals with disabilities

As noted in the attached self-certification document, CMAP asserts (by and through the MPO Policy Committee) that the conduct of the metropolitan planning and programming process (including the development and implementation of the Regional Transportation Plan, the Transportation Improvement Program, and the Unified Work Program) complies with all applicable federal requirements – namely those listed above.

Current Documentation

In support of its assertion of self-compliance, CMAP provides links to current planning process documentation to this committee for its consideration and review.

Unified Work Program	FY25 Northeastern Illinois Unified Work Program for Transportation Budget , approved by the MPO Policy Committee March 2025
Transportation Improvement Program	FFY 2023-28 Transportation Improvement Program , adopted by the MPO Policy Committee October 2022
Public Participation Plan	Public Participation Plan , approved by the MPO Policy Committee January 2024
Air quality conformity analysis	Air quality conformity analysis , adopted in October 2022

Congestion management process	Current Congestion Management Process documentation
MPO cooperative agreements	Board-MPO memorandum of understanding , NIRPC and SEWRPC cooperative agreements
Metropolitan planning area boundary	Resolution to reaffirm boundary , approved by the MPO Policy Committee June 2024
Annual listing of obligated projects	Annual obligation and performance reports
TMA Certification Review	Chicago, Illinois, TMA Certification Review , 2022

ACTION REQUESTED: Recommend Approval of Self Certification to MPO

MPO Self-Certification Chicago Metropolitan Agency for Planning

The Chicago Metropolitan Agency for Planning (CMAP) is the federally designated metropolitan planning organization (MPO) for northeastern Illinois. The Illinois Regional Planning Act established CMAP as the comprehensive planning agency for northeastern Illinois' 284 municipalities and 7 counties.

The Illinois governor and northeastern Illinois officials designated CMAP's [MPO Policy Committee](#) as the implementer for the metropolitan planning process, in accordance with federal law. The MPO's planning area includes Cook, DuPage, Lake, Kane, Kendall, McHenry, and Will counties, as well as Aux Sable township in Grundy County and Sandwich and Somonauk townships in DeKalb County.

The MPO and state are required to certify every four years that the metropolitan transportation planning process is meeting the requirements as described in Title 23, U.S. Code of Federal Regulations Section 450.336.

The MPO Policy Committee hereby certifies that the conduct of the metropolitan planning and programming process — which includes the development and implementation of the Regional Transportation Plan, the Transportation Improvement Program, and the Unified Work Program — complies with all following applicable requirements:

1. Metropolitan Transportation Planning, 23 U.S.C. § 134 and 49 U.S.C. § 5303, as continued in the Infrastructure Investment and Jobs Act of 2021 (Pub. L. 117-58);
2. Clean Air Act, 42 U.S.C. § 85, sections 174 and 176(c) and (d), as amended (42 U.S.C. §§ 7504, 7506(c) and (d)), and 40 CFR part 93, for non-attainment areas;
3. Civil Rights Act of 1964, 42 U.S.C. § 2000d-1 (as amended), and 49 CFR part 21, prohibiting exclusion from participation in, denial of benefits of, and discrimination under federally assisted programs on the grounds of race, color, or national origin;
4. Federal Transit Law, 49 U.S.C. § 5332, prohibiting discrimination by FTA funding recipients on the basis of race, color, creed, national origin, religion, sex, or age in employment or business opportunity;
5. Section 1101(b) of the FAST Act (Pub. L. 114-357) and 49 CFR Part 26 regarding the involvement of disadvantaged business enterprises (DBEs) in USDOT-funded projects.
6. Equal Employment Opportunity on Federal and Federal-Aid Construction Contracts, 23 CFR part 230;
7. Americans with Disabilities Act of 1990, 42 U.S.C. § 12101 *et seq.*, and 49 CFR

parts 27, 37, and 38, prohibiting discrimination on the basis of disability;

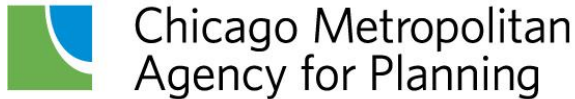
8. Older Americans Act, 42 U.S.C. § 6101, as amended, prohibiting discrimination on the basis of age in programs or activities receiving federal financial assistance;
9. Federal-Aid Highways, 23 U.S.C. § 324, prohibiting discrimination on the basis of sex; and
10. Rehabilitation Act of 1973, 29 U.S.C. § 794 and 49 CFR part 27, regarding discrimination against individuals with disabilities.

Gia Biagi
Chair, MPO Policy Committee
Chicago Metropolitan Agency for Planning

Erin Aleman
Executive Director
Chicago Metropolitan Agency for Planning

Subscribed and sworn to before me this 13 of June, 2025.

My commission expires:



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

MEMORANDUM

To: Transportation Committee and MPO Policy Committee

From: CMAP Staff

Date: May 23, 2025

Subject: Safe Streets for All (SS4A) Safety Action Planning

Action Requested: Recommend MPO Approval

Through the federal Safe Streets and Roads for All (SS4A) grant program, CMAP provided technical assistance to county partners to develop county-wide safety action plans based on a regional framework. These plans will enable the counties and jurisdictions within them to meet the eligibility requirements for future federal implementation grants.

Recognizing that addressing safety meaningfully will require system-level changes to how transportation systems are planned, designed, and maintained, the Federal Highway Administration (FHWA) developed the [Safe System Approach](#) - realigning our approach to traffic safety.

On behalf of the region, CMAP applied for and received the SS4A grant in 2023 with the target of approving a regional approach to traffic safety by June 5, 2025. The grant funds supported the development of six county comprehensive Safety Action Plans with the Safe Systems Approach serving as a guiding framework. Adopting the Safe Systems Approach is vital in helping prevent deaths and serious injuries on our roadways across northeastern Illinois.

Traffic fatalities have been increasing in northeastern Illinois since 2014, especially among pedestrians and bicyclists. In the 5 years between 2018 and 2022, 2,847 people lost their lives in traffic-related crashes in northeastern Illinois, including 855 people walking and biking. The proportion of crashes that result in death increased by 38% from 2018 to 2022. During the same period, another 27,592 people survived crashes but suffered disabling or life-altering injuries.

The plans are roadmaps for improving traffic safety by reducing the risk of death and serious injury on roadways throughout the region, particularly for people walking and biking, and for

communities with disproportionately excessive crash rates. Each county has committed to safer roads, grounded in the fundamental approach that traffic-related deaths and serious injuries are preventable. By adopting this proactive, data-driven approach, our region aims to systematically address safety risks and promote a culture of safety across all transportation modes.

Collectively, these plans represent a regional approach to safety action planning for the region. Through the implementation of this approach, CMAP is committed to reaching zero roadway deaths and serious injuries in the region by 2050 as recommended in our long-range comprehensive plan, ON TO 2050.

The full county-wide plans are available starting May 24, 2025, via the following links:

- Cook County ([PLAN – Appendix](#))
- DuPage County ([PLAN – Appendix](#))
- Kane County ([PLAN – Appendix](#))
- Lake County ([PLAN – Appendix](#))
- McHenry County ([PLAN – Appendix](#))
- Will County ([PLAN – Appendix](#))



MEMORANDUM

To: Transportation Committee

From: CMAP Staff

Date: May 23, 2025

Subject: 2026 Regional Transportation Plan Existing Conditions Report

Action Requested: Informational

Northeastern Illinois is collaborating to develop the 2026 Region Transportation Plan (RTP). The RTP will summarize the region's vision for its transportation system and identify the investments and strategies needed to get there.

The forthcoming *Existing Conditions* report is the next major milestone deliverable in the development of the RTP. The report uses data to understand conditions affecting the preliminary goal areas identified in the *Emerging Priorities* report, which was released in February 2025. The purpose of the report is to inform future discussions about actions the region should take to achieve its vision for transportation.

At the committee meeting, CMAP staff will present a preview of the *Existing Conditions* report, highlighting key transportation findings related to demographics, mobility, safety, the environment, the economy, system preservation, and more. Information in the report will be organized by the five preliminary goal areas:

- Strengthen connections between people and places
- Prioritize safety and public health
- Mitigate pollution and invest in resilient infrastructure
- Support economic prosperity and inclusive growth
- Strategically, govern, fund, and preserve the system

The *Existing Conditions* report will be made available at the RTP's website, engage.cmap.illinois.gov/2026-rtf.

Following this report, the project team will transition to the strategy development phase of the RTP, which will continue to be informed by policy briefs, robust engagement, evaluation and prioritization of project submissions, and identification of funding options.



MEMORANDUM

To: Transportation Committee
From: CMAP Staff
Date: May 22, 2025
Subject: Regional Capital Project Submissions for the 2026 RTP
Action Requested: Information

On February 10, 2025, CMAP solicited Regional Capital Project (RCP) submissions for potential inclusion in the fiscally constrained 2026 Regional Transportation Plan (RTP). The request was sent via email to all Transportation Committee and RCP Resource Group members that represent an implementing agency.

A total of 162 projects were submitted, of which 132 have been identified as meeting the definition of an RCP and 30 were identified as programmatic priorities. This memo provides information on the submissions, including the projects advanced for evaluation and their fiscal impact.

Submitted Projects

As of May 20, 2025, a total of 162 projects have been submitted for RCP evaluation. **Table 1** presents the total number of projects submitted by lead agency, as well as the number identified as either an RCP or programmatic priority. The submitted projects fall into the following three categories:

- **RCPs subject to evaluation:** Of the submitted projects, the CMAP team selected 111 for evaluation and potential prioritization in the RTP.
- **RCPs not subject to evaluation:** Another 21 projects meet the RCP criteria but already have committed funding and, thus, will proceed to the fiscally constrained list without evaluation.
- **Programmatic priorities:** The remaining 30 submittals are recommended for inclusion in the programmatic priorities portion of the RTP, which do not require evaluation or fiscal constraint.

The full list of RCPs is included in **Appendix A**.

Table 1. Submitted projects with RCP status, by lead agency

Lead agency	RCP		Programmatic priorities	Total Submitted Projects
	Evaluation required	Evaluation not required (committed funding)		
IDOT - District 1	47	7		54
CTA	22	1	17	40
Metra	12	1	5	18
CDOT	7	2	2	11
Will County	2	5		7
Illinois Tollway	4	3		7
Pace	6			6
McHenry County	4		2	6
IDOT - OIPI	2		2	4
IDOT - District 3	1	2		3
Orland Park	2			2
Cook County	1		1	2
Kane County	1			1
CMAP			1	1
Total	111	21	30	162

Projects subject to evaluation

More than half of the projects selected for RCP evaluation (60 of 111) were included as RSPs in the previous long-range plan, the 2022 update to ON TO 2050 (**Table 2**). Two-thirds of these carryover projects (37) are capacity increases on existing network, including arterial add lanes, interstate add lanes, and transit line capacity increases. Ten are additions to the network, such as a new bus rapid transit (BRT) line, transit infill station, and interchange. The other 13 are state of good repair or modernization projects, including interstate reconstruction, intersection/interchange improvement, and station improvement. One of the station improvements is the Union Station modernization effort, referred to as the Chicago Hub Improvement Program.

Approximately one-third (17) of the new RCPs include changes to capacity on the existing network. Half (26) are additions to the network. The remaining eight are state of good repair or modernization projects.

Table 2. Projects selected for RCP evaluation, by project type and 2022 RSP status

Project type	2022 RSP	New	Total
Capacity Increase			
Arterial Add Lanes	18	13	31
Transit Capacity Increase	12	3	15
Interstate Add Lanes	7	1	8
Network Addition			
BRT or Bus Priority Corridor	7	6	13
New Transit Line or Extension	1	11	12
New Arterial		6	6
New Station	1	2	3
New Interchange	1	1	2
State of Good Repair or Modernization			
Interstate Reconstruction	8		8
Interchange/Intersection Improvement	4	4	8
Bridge Reconstruction		2	2
Transit Line or Station Modernization	1	2	3
Total	60	51	111

The proposed RCP projects are estimated to total more than \$72.1 billion.¹ The costs by project type are presented in **Table 3**. As shown in the last column, the estimated costs are provided for only 100 of proposed projects; cost estimates are not yet available for 11 of the projects. The projects that do not have cost estimates are largely illustrative projects that are not yet seeking fiscal constraint.

Most of the total costs come from projects that were also included in the previous plan (2022 RSPs), with newly submitted projects accounting for just 16 percent of the anticipated total cost.

State of good repair and modernization projects account for more than half of the total estimated costs, 52 percent. Most of these costs are for proposed interstate reconstruction projects. Capacity increases account for another 40 percent of proposed project costs, with these costs split fairly evenly between roadway and transit projects. The remaining 8 percent of the funding needs are for proposed network additions (**Figure 1**).

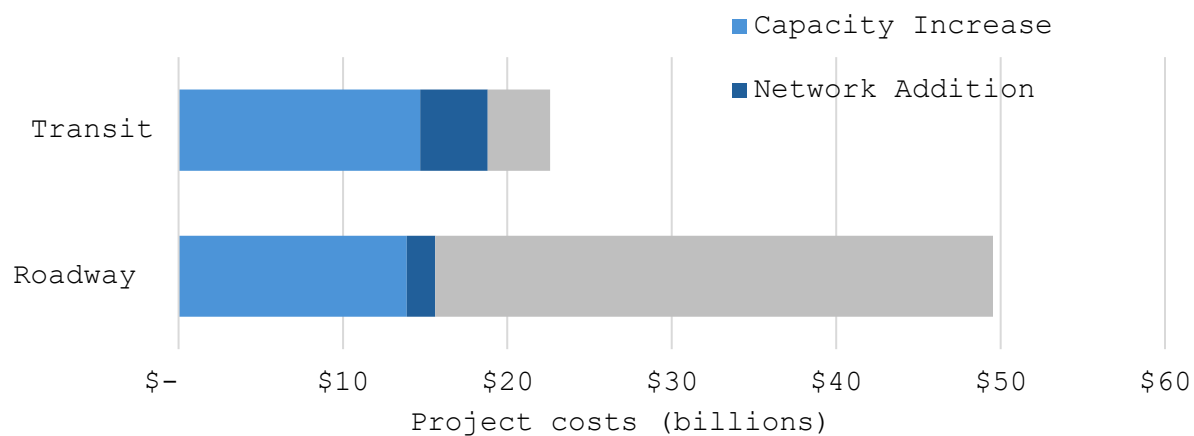
Roadway projects account for just over two-thirds of the total requested RCP costs, or 69 percent (**Figure 1**). Although transit projects account for a smaller proportion of costs, they account for most of the costs from newly submitted RCPs, 63 percent.

¹ Cost estimate years range from 2019 to 2032 and have not all been adjusted to 2025 dollars.

Table 3. RCP project costs (billions), by project type and 2022 RSP status

Project type	2022 RSP	New	Total	Projects without cost estimate
Capacity Increase				
Arterial Add Lanes	\$ 3.0	\$ 1.1	\$ 4.1	
Transit Capacity Increase	12.8	1.9	14.7	3
Interstate Add Lanes	9.8	0.03	9.8	
Network Addition				
BRT or Bus Priority Corridor	0.6	1.1	1.8	
New Transit Line or Extension	0.5	1.3	1.9	7
New Arterial	-	1.5	1.5	
New Station	0.3	0.2	0.5	
New Interchange	0.2	-	0.2	1
State of Good Repair or Modernization				
Interstate Reconstruction*	27.0	-	27.0	
Interchange/Intersection Improvement	5.2	0.8	6.0	
Bridge Reconstruction*	-	1.0	1.0	
Transit Line or Station Modernization*	1.0	2.8	3.8	
Total	\$ 60.4	\$ 11.8	\$ 72.1	11

Figure 1. RCP project funding needs (billions), by project type



Appendix A – Regional Capital Projects

Table A-1. RCPs to be evaluated

Table A-2. Committed RCPs

Table A-1. Regional Capital Project submissions selected for evaluation (continued)

RCP ID	Lead agency	Project type	RSP #	TIP ID(s)	Full submitted name	Estimated cost (millions)
RCP_62140	CDOT	BRT or Bus Priority Corridor	104	01-18-0011	South Lakefront Busway	\$200
RCP_62141	CDOT	Intersection Improvement	152	01-22-0022	Elston-Armitage-Ashland-Cortland Intersection Improvement	\$264
RCP_62142	CDOT	Intersection Improvement			Devon-Caldwell-Central-Lehigh Intersection Improvements and Grade Separation	\$350
RCP_62211	CDOT	Intersection Improvement			79th/Stony Island/South Chicago Intersection Improvements	\$350
RCP_64143	CDOT	New Station	153	01-22-0023	Ashland-Ogden-Kinzie (AOK) New Metra Station	\$300
RCP_64144	CDOT	New Station			New Madison Station -- CTA Pink Line	\$100
RCP_64145	CDOT	New Station			New Division Station -- CTA Brown/Purple Line	\$100
RCP_52191	IL Tollway	Interchange Improvement	21	03-18-0017	I-290/IL 53/I-90 Interchange Improvement	\$2,000
RCP_43207	County - Cook	Arterial Add Lanes		12-15-0002	Bell Road Corridor from Glengary Drive to 131st Street	\$11
RCP_43208	County - Kane	Arterial Add Lanes			Randall Road - North of Stearns Road to South of Longmeadow Parkway	\$200
RCP_44101	County - McHenry	New Arterial			Northern McHenry Bypass	\$200
RCP_44102	County - McHenry	New Arterial			Northern Algonquin Bypass	\$150
RCP_44169	County - McHenry	New Arterial			Lakewood Road Extension	\$50
RCP_44170	County - McHenry	New Arterial			Ackman Road Extension	\$20
RCP_43158	County - Will	Arterial Add Lanes		12-18-0021	Wilmington-Peotone Road from IL 53 to Drecksler Road	\$277

Table A-1. Regional Capital Project submissions selected for evaluation (continued)

RCP ID	Lead agency	Project type	RSP #	TIP ID(s)	Full submitted name	Estimated cost (millions)
RCP_43159	County - Will	Arterial Add Lanes	55	12-13-0004	CH 74 Laraway Road from US 45 to IL 43 Harlem Ave	\$5
RCP_22201	CTA	BRT or Bus Priority Corridor	106		Ashland BRT	\$166
RCP_22202	CTA	BRT or Bus Priority Corridor			Bus Priority Corridor: Western	\$339
RCP_22203	CTA	BRT or Bus Priority Corridor			Bus Priority Corridor: Pulaski	\$323
RCP_22204	CTA	BRT or Bus Priority Corridor			Bus Priority Corridor: Garfield	\$150
RCP_22205	CTA	BRT or Bus Priority Corridor			Bus Priority Corridor: Fullerton	\$145
RCP_22206	CTA	BRT or Bus Priority Corridor			Bus Priority Corridor: Cottage Grove	\$181
RCP_24191	CTA	New Transit Line or Extension			Circle Line	Not Available
RCP_24192	CTA	New Transit Line or Extension			Cross-Town Tollway and CTA Route (aka Mid-City Transitway)	Not Available
RCP_24193	CTA	New Transit Line or Extension			Blue Line Extension to Mannheim	Not Available
RCP_24194	CTA	New Transit Line or Extension			Green Line Extension to Jackson Park	Not Available
RCP_24195	CTA	New Transit Line or Extension		16-08-0011	Orange Line Extension to Ford City	\$445

Table A-1. Regional Capital Project submissions selected for evaluation (continued)

RCP ID	Lead agency	Project type	RSP #	TIP ID(s)	Full submitted name	Estimated cost (millions)
RCP_2419 6	CTA	New Transit Line or Extension			Yellow Line Extension to Old Orchard	\$263
RCP_2419 7	CTA	New Transit Line or Extension			West Loop Subway (Red Line)	Not Available
RCP_2419 8	CTA	New Transit Line or Extension			Green Line Extension to Midway	Not Available
RCP_2419 9	CTA	New Transit Line or Extension			Brown Line Extension to Jefferson Park	Not Available
RCP_2420 0	CTA	New Transit Line or Extension			West Loop Transportation Center Phase I (CDOT-led)	\$612
RCP_2218 5	CTA	Transit Capacity Increase	93	16-19-0039	Blue Line Forest Park Branch Track and Station Reconstruction	\$2,922
RCP_2318 6	CTA	Transit Capacity Increase	147	16-18-0003	Blue Line Core Capacity	\$2,537
RCP_2318 7	CTA	Transit Capacity Increase	165	16-22-0004	Brown Line Core Capacity	\$1,780
RCP_2318 8	CTA	Transit Capacity Increase	58	16-18-0004	RPM Next Phases	Not Available
RCP_2118 9	CTA	Transit Modernization			"Better Brown": Brown Line Modernization Program	\$847
RCP_2119 0	CTA	Transit Modernization			"Greater Green": Green Line Modernization Program	\$1,956
RCP_1212 0	IDOT - District 1	Arterial Add Lanes	89	01-18-0012	North DuSable Lake Shore Drive Improvements	\$2,760
RCP_1311 5	IDOT - District 1	Arterial Add Lanes	10	10-07-0001	IL 60/IL 83 from IL 176 to Townline Rd (IL 60)	\$298

Table A-1. Regional Capital Project submissions selected for evaluation (continued)

RCP ID	Lead agency	Project type	RSP #	TIP ID(s)	Full submitted name	Estimated cost (millions)
RCP_1311 6	IDOT - District 1	Arterial Add Lanes	15	10-09-0149	IL 173 Rosecrans Rd from IL 59 to US 41 (Skokie Hwy)	\$270
RCP_1311 7	IDOT - District 1	Arterial Add Lanes	160	10-09-0146	US 45 McHenry Rd from IL 173 to IL 132	\$54
RCP_1311 8	IDOT - District 1	Arterial Add Lanes	11	11-16-0008	IL 62 (Algonquin Rd), IL 25 (JF Kennedy Memorial Dr.) to IL 68 (Dundee Rd.)	\$163
RCP_1311 9	IDOT - District 1	Arterial Add Lanes	13	10-09-0147	IL 83 Milwaukee Ave from Petite Lake Rd to IL 120	\$214
RCP_1312 1	IDOT - District 1	Arterial Add Lanes	111	08-95-0024	IL 83 Kingery Hwy from 31st St to N of 55th St, 63rd St (south of) to Central Avenue	\$88
RCP_1312 2	IDOT - District 1	Arterial Add Lanes	158	12-22-0034; 12-24-0028	US 6 from I-55 to US 52	\$176
RCP_1312 3	IDOT - District 1	Arterial Add Lanes	159	09-09-0099	US 30 from IL 47 to Albright Rd	\$109
RCP_1312 4	IDOT - District 1	Arterial Add Lanes	161	06-22-0022	IL 7/143rd from Will-Cook Rd to IL7/SW Highway	\$167
RCP_1312 5	IDOT - District 1	Arterial Add Lanes	162	09-22-0063	IL 47 from south of I-90 to south of Old Plank Rd	\$137
RCP_1312 6	IDOT - District 1	Arterial Add Lanes	163	08-22-0046	IL 56 from IL 25 to IL 59	\$134
RCP_1312 7	IDOT - District 1	Arterial Add Lanes	164	10-22-0010	IL 60 from IL 120 to IL 176	\$192
RCP_1312 9	IDOT - District 1	Arterial Add Lanes		02-94-0001	Willow Rd from E of Des Plaines River to Waterview Dr./Protection Parkway	\$29
RCP_1313 0	IDOT - District 1	Arterial Add Lanes		08-00-0009	IL 53 from S of IL 56 Butterfield Rd to Park Blvd	\$41
RCP_1313 1	IDOT - District 1	Arterial Add Lanes		10-01-0022	IL 22 Lake Zurich Rd from Quentin Rd to W of IL 83	\$82
RCP_1313 2	IDOT - District 1	Arterial Add Lanes		10-09-0037	US 41 Skokie Hwy from Quassey Avenue to 0.5 Miles S of IL 176	\$123

Table A-1. Regional Capital Project submissions selected for evaluation (continued)

RCP ID	Lead agency	Project type	RSP #	TIP ID(s)	Full submitted name	Estimated cost (millions)
RCP_1313 3	IDOT - District 1	Arterial Add Lanes		10-09-0148	IL 137 Buckley Rd from IL 83 to Petersen Rd	\$76
RCP_1313 4	IDOT - District 1	Arterial Add Lanes		10-20-0004	IL 120 Belvidere Rd - Ashford Ln to US 45	\$30
RCP_1313 5	IDOT - District 1	Arterial Add Lanes		10-94-0007	US 45 Lake Ave from Rollins Rd to Washington St and US 45 from Washington St to N of IL 120	\$41
RCP_1316 0	IDOT - District 1	Arterial Add Lanes	113	09-10-0030	US 20 Lake St from W of Randall Rd to E of Shales Parkway	\$185
RCP_1316 7	IDOT - District 1	Arterial Add Lanes	14	10-09-0024	IL 131 Green Bay Road Sunset Ave to Wadsworth Rd	\$68
RCP_1316 8	IDOT - District 1	Arterial Add Lanes	14	10-09-0024	IL 131 Green Bay Road from Wadsworth Road to Russell Road	\$129
RCP_1318 3	IDOT - District 1	Arterial Add Lanes	110	11-06-0018; 11-07-0014	IL 47 from Charles Rd to US 14 & IL 47 Eastwood Drive from US 14 Northwest Hwy to Reed Road	\$515
RCP_1318 4	IDOT - District 1	Arterial Add Lanes		02-09-0003	Willow Rd from E of I-294 to E of IL 43	\$97
RCP_1118 2	IDOT - District 1	Bridge Reconstruction			I-355 @ I-290 Interchange project - bridge replacements	\$600
RCP_1310 7	IDOT - District 1	Interchange Improvement	34	12-16-0027	I-55 @ Ill 129, Ill 129 to Lorenzo Rd, I-55 Frontage Rds: Kavanaugh Rd to Lorenzo Rd & at Lorenzo Rd.	\$164
RCP_1311 1	IDOT - District 1	Interchange Improvement		08-19-0042	I-55 - I-355 to Ill 53 (Bolingbrook Dr)	\$36
RCP_1410 9	IDOT - District 1	Interstate Add Lanes	A3	12-06-0041	I-55 from Weber Road to US 30; I-55 At Airport/Lockport Rd & At Ill 126	\$218
RCP_1310 4	IDOT - District 1	Interstate Add Lanes	32	01-98-0114	I-190 O'Hare Access Rds from Bessie Coleman Dr. to Cumberland Ave I-190 Access and Capacity Improvements (I-190 Access Improvements)	\$896

Table A-1. Regional Capital Project submissions selected for evaluation (continued)

RCP ID	Lead agency	Project type	RSP #	TIP ID(s)	Full submitted name	Estimated cost (millions)
RCP_13106	IDOT - District 1	Interstate Add Lanes	34	12-02-9034;	I-55 from I-80 to Coal City Rd	\$914
RCP_13108	IDOT - District 1	Interstate Add Lanes	146	12-10-9001;	I-55 Managed Lane from I-355 to I-94/I-90 (I-55 Stevenson Express Toll Lanes)	\$1,888
RCP_13110	IDOT - District 1	Interstate Add Lanes	A4	12-18-0019	I-55 - I-80 to US 52 (Jefferson St); US 52 Jefferson St - River Rd to Houbolt Rd	\$204
RCP_13112	IDOT - District 1	Interstate Add Lanes		07-25-0002	I-80 - I-294 (Tri-State Tollway) to State Line (Flex Rd - ITS)	\$32
RCP_13113	IDOT - District 1	Interstate Add Lanes	37	12-12-0037	I-80 U.S. 30 to I-294	\$2,250
RCP_13114	IDOT - District 1	Interstate Add Lanes	30	04-00-0023	I-290 Eisenhower Expy from US 12/45/20 Mannheim Rd to Racine Ave	\$3,384
RCP_11174	IDOT - District 1	Interstate Reconstruction	135	13-19-0016	I-94 Bishop Ford Expressway Reconstruction	\$990
RCP_11175	IDOT - District 1	Interstate Reconstruction	136	01-19-0024	I-90 / I-94 Kennedy and Dan Ryan Expressway Reconstruction (Hubbard Street to 31st Street)	\$3,720
RCP_11176	IDOT - District 1	Interstate Reconstruction	137	06-19-0011	I-55 Stevenson/Barack Obama Presidential Expressway Reconstruction (US-41 Lake Shore Dr to I-80)	\$5,170
RCP_11177	IDOT - District 1	Interstate Reconstruction	138	01-19-0025	I-90 Kennedy Expressway	\$2,340
RCP_11178	IDOT - District 1	Interstate Reconstruction	139	01-19-0026	I-94 Edens Expressway Reconstruction	\$2,440
RCP_11179	IDOT - District 1	Interstate Reconstruction	140	01-19-0027	I-90/I-94 Kennedy Expressway Reconstruction (Edens Junction to Hubbard Street)	\$2,700
RCP_11180	IDOT - District 1	Interstate Reconstruction	141	08-19-0040	I-290/IL-53 Reconstruction (Lake-Cook Road to I-88)	\$5,850
RCP_11181	IDOT - District 1	Interstate Reconstruction	142	13-19-0017	I-57 Reconstruction (I-94 to I-80, I-80 to Will / Kankakee border)	\$3,760

Table A-1. Regional Capital Project submissions selected for evaluation (continued)

RCP ID	Lead agency	Project type	RSP #	TIP ID(s)	Full submitted name	Estimated cost (millions)
RCP_1413 6	IDOT - District 1	New Arterial		10-17-0027	IL 83 (Barron Blvd.), IL 120 (Belvidere Rd.) to IL 137 & At Atkinson Rd.	\$111
RCP_1413 7	IDOT - District 1	New Arterial		10-94-0047	IL 120 from Wilson Rd to US 41 IL 53/120 Tollway (IL 120 Bypass)	\$1,000
RCP_1413 8	IDOT - District 1	New Interchange	157	12-22-0005	I-57 - At Eagle Lake Rd	\$206
RCP_1312 8	IDOT - District 3	Arterial Add Lanes	114	10-02-0013	US 45/IL 83 (Old Half Day Rd.) from IL 60 Townline Rd to Ill 22 (Half Day Rd)	\$97
RCP_1117 3	IDOT - OIPI	Station Improvement	85	01-02-9009	Chicago Hub Improvement Program	\$1,008
RCP_1213 9	IDOT - OIPI	Transit Capacity Increase	67	01-07-001	75th Street Corridor Improvement Project (CIP)	\$2,037
RCP_5117 2	IL Tollway	Bridge Reconstruction		12-25-0009	South Tristate (I-294/80) Bridging Investment	\$393
RCP_5410 5	IL Tollway	Interchange Improvement		08-25-0019	I-88 York Road Interchange Expansion	\$25
RCP_5410 3	IL Tollway	New Interchange		08-23-0011	Illinois Route 390 Interchange Improvement to County Farm Road	Not available
RCP_8320 9	Local - Orland Park	Arterial Add Lanes		06-00-0042	143rd Street from Wolf Road to US 45 LaGrange Rd	\$71
RCP_8321 0	Local - Orland Park	Arterial Add Lanes		06-03-0005	143rd St from Will-Cook Rd to IL 7 Wolf Rd	\$15
RCP_3314 6	Metra	Transit Capacity Increase			Metra Electric Line Improvements	\$931
RCP_3314 7	Metra	Transit Capacity Increase	70	01-02-9018	Metra Rock Island Improvements	\$1,020
RCP_3314 8	Metra	Transit Capacity Increase	67	01-07-0001	Metra SWS Line Improvements	Not available
RCP_3314 9	Metra	Transit Capacity Increase			Metra HC Line Improvements	\$271

Table A-1. Regional Capital Project submissions selected for evaluation (continued)

RCP ID	Lead agency	Project type	RSP #	TIP ID(s)	Full submitted name	Estimated cost (millions)
RCP_3315 0	Metra	Transit Capacity Increase	72	18-18-0008	Metra BNSF Line Improvements	\$268
RCP_3315 1	Metra	Transit Capacity Increase	69	18-07-0669	Metra UPW Line Improvements	\$513
RCP_3315 2	Metra	Transit Capacity Increase	79	18-18-0009	Metra MDW Line Improvements	\$629
RCP_3315 3	Metra	Transit Capacity Increase	66	18-07-0670	Metra UPNW Line Improvements & Extension	\$531
RCP_3315 4	Metra	Transit Capacity Increase			Metra MDN Line Improvements	\$681
RCP_3315 5	Metra	Transit Capacity Increase			Metra O'Hare Express & NCS Line Improvements	Not available
RCP_3315 6	Metra	Transit Capacity Increase	68	18-10-9001	Metra UPN Line Improvements	\$400
RCP_3315 7	Metra	Transit Capacity Increase	98	18-18-0010	A2 Crossing Modernization	\$703
RCP_7416 1	Pace	BRT or Bus Priority Corridor		17-06-0008	IL 58 Golf Rd from Meacham Rd to Davis St Pulse Golf Line	\$1
RCP_7416 2	Pace	BRT or Bus Priority Corridor	102	17-18-0003	Pulse Halsted Street	\$34
RCP_7416 3	Pace	BRT or Bus Priority Corridor	102	17-18-0004	Pulse Harlem Ave	\$45
RCP_7416 4	Pace	BRT or Bus Priority Corridor	102	17-18-0005	Pulse Cermak Line	\$39
RCP_7416 5	Pace	BRT or Bus Priority Corridor	102	17-21-0001	Pulse 95th Street Line	\$22

Table A-2. Regional capital projects with committed funding

RCP ID	Lead agency	Project type	RSP #	TIP ID(s)	Full submitted name
RCP_9611 1	CDOT	Bridge Reconstruction		01-24-0017	Calumet River Bridges
RCP_9613 2	CDOT	Station Improvement		01-02-0030	State/Lake Station - Loop El
RCP_9432 0	County - Will	Arterial Add Lanes		12-12-0033	Weber Road (CH 88) from 135th Street (Romeo Road) to Airport Road (Lockport Road)
RCP_9432 3	County - Will	Arterial Add Lanes	55	12-13-0004	CH 74 Laraway Road from US 52 to IL 43 Harlem Ave - ONLY US 52 to US 45 portion
RCP_9432 5	County - Will	Arterial Add Lanes		12-10-0008	143rd Street (CH37) from State Street (Lemont Road) to Bell Road (CH 16)
RCP_9432 7	County - Will	Arterial Add Lanes		12-19-0038, 12-22-0001	Gougar Road: Laraway Road to Francis Road
RCP_9433 3	County - Will	Arterial Add Lanes		12-15-0002, 12-12-0003	Bell Road Corridor from 159th Street to Glengary Drive
RCP_9241 6	CTA	Transit New Line or Extension	57	01-94-0006	Red Line Extension (US 12/20/95th St to 130th)
RCP_9131 7	IDOT - District 1	Arterial Add Lanes		11-18-0005	Randall Rd from Ackman Road to Polaris Dr/Acorn Ln
RCP_9131 8	IDOT - District 1	Arterial Add Lanes		13-16-0005	Barrington Rd from IL 62 to Central Rd
RCP_9131 9	IDOT - District 1	Arterial Add Lanes		08-16-0024	IL 56 Butterfield Rd from IL 53 to I-355
RCP_9132 1	IDOT - District 3	Arterial Add Lanes		09-09-0039	IL 47 from IL 71 Stagecoach Trail to CH 23 Caton Farm Road (D3# 2074)
RCP_9132 2	IDOT - District 1	Arterial Add Lanes	6	11-00-0001	IL 31 Front St from S of IL 120 Belvidere Rd to N of IL 176 (Terra Cotta Ave) (HPP1457)
RCP_9132 9	IDOT - District 1	Arterial Add Lanes	110	11-06-0018	IL 47 from IL 120 to US 14
RCP_9133 0	IDOT - District 1	Arterial Add Lanes	110	11-07-0014	IL 47 from IL 176 to IL 176

Table A-2. Regional capital projects with committed funding

RCP ID	Lead agency	Project type	RSP #	TIP ID(s)	Full submitted name
RCP_9133 1	IDOT - District 3	Arterial Add Lanes	166	09-09-0040	IL 47 from Cross Street to FAU 3793 Kennedy Road
RCP_9131 2	IDOT - District 1	Interstate Add Lanes	36	09-12-0036	I-80 Reconstruction from Ridge Rd to US 30 Lincoln Hwy, Long Term
RCP_9531 4	IL Tollway	Interchange Improvement	24	13-18-0005	I-290/I-88/I-294 Interchange Improvement
RCP_9531 3	IL Tollway	Interstate Add Lanes	23	13-16-0009	I-294 Central Tri-State Mobility Improvements
RCP_9531 5	IL Tollway	New Interstate	20	03-96-0021	Elgin O'Hare Western Access (I-490)
RCP_9331 0	Metra	New Station		18-14-0004	Auburn Park New Station, RID (4484)



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

MEMORANDUM

To: Transportation Committee

From: CMAP Intergovernmental Affairs Staff

Date: May 23, 2025

Subject: Legislative update

Action Requested: Information

FEDERAL

Surface transportation reauthorization

The next surface transportation reauthorization process is currently underway. Congressional committees have begun reauthorization hearings to engage transportation implementers and stakeholders on priorities for the next reauthorization bill. Several national advocacy organizations have also published legislative priorities and shared key recommendations to lawmakers. The House Committee on Transit and Infrastructure recently closed their stakeholder portal for comments on reauthorization. CMAP provided comments aligned with previously developed regional principles for reauthorization. House T&I is now formally collecting input from members. Similarly, the Senate Environment and Public Works Committee has opened up a portal for member comments about reauthorization, and CMAP staff have spoken to Senator Durbin and Duckworth's offices about these priorities.

CMAP staff are beginning a process to develop updated shared regional principles for reauthorization. The "One Regional Voice" principles developed in 2021 for the previous reauthorization will serve as the basis for future regional conversations on the next reauthorization bill. Staff will collaborate with regional transportation implementers, advocacy groups, and other stakeholders to develop principles to share with the region's congressional delegation and other federal stakeholders.

STATE

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 Municipal League (IML), the Illinois

State Association of Counties (ISACo), Sierra Club Illinois, and the Metropolitan Planning Council 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 reform

At the time of this writing, conversations about the future of transit governance and funding are ongoing. Legislative sponsors have indicated they are on track to address these issues by the General Assembly's May 31st scheduled adjournment date. Action on reform is expected before the end of session.

General legislative activity

The General Assembly is now in its final week of regular session. May 23rd is the third reading deadline for bills from the opposite chamber. The General Assembly is scheduled to adjourn on May 31st.

CMAP staff continue 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 Transportation 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@cmap.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 Committee/3rd Reading Deadline Established As May 23, 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 Committee/3rd Reading
Deadline Established As May 23, 2025

HB3094 – TRANSPORTATION BENEFIT PROGRAM (Rep. Mah/Sen. Villivalam)

Description: Amends the Transportation Benefits Program Act. Provides that the Act does not apply to a covered employer in the construction industry with respect to employees with whom the covered employer has entered into a bona fide collective bargaining agreement. Makes changes to definitions.

Status: Placed on Senate Calendar 3rd Reading on 5/1/2025

Bike and Pedestrian

HB2675 – VEH CD-BIKE TRAIL SIGNAGE (Rep. Moylan/Sen. Simmons)

Description: Provides that the authority having maintenance jurisdiction over publicly owned paved bicycle trails in the State shall erect permanent regulatory or warning signage alerting pedestrians or cyclists of highway crossings, unless the crossing is controlled by an official traffic control device or sign. Provides that the Department of Transportation with reference to State highways under its jurisdiction, and the local authority with reference to other highways under its jurisdiction, shall erect or install permanent signage or markings warning vehicular traffic in advance of bicycle trail crossings, unless the highway approaches to the crossing are controlled by an official traffic control device. Effective immediately.

Status: Placed on Senate Calendar 3rd Reading on 5/1/2025

Transportation Infrastructure

HB2394 – VEH CD-WEIGHT LIMIT EXEMPTION (Rep. Benton/Sen. Cervantes)

Description: Amends the Illinois Vehicle Code. Provides that a vehicle or combination of vehicles operated by an engine fueled wholly or partially by an electric battery or hydrogen fuel cell electric fueling system may exceed the posted weight limits by up to 2,000 pounds. Provides that the total allowance is calculated by an amount that is equal to the difference between the weight of the vehicle attributable to the natural gas or propane or hydrogen gas tank, batteries, and fueling system carried by the vehicle, and the weight of a comparable diesel tank and fueling system.

Status: Placed on Senate Calendar 3rd Reading on 5/13/2025

HB3177/SB2248 – TRANSPORT INFRASTRUCTURE-DELIVERY (Rep. Olickal/Sen. Villivalam)

Description: Amends the Innovations for Transportation Infrastructure Act. Provides that the Department of Transportation or the Illinois State Toll Highway Authority may use the design-build project delivery method for transportation facilities if the capital costs for transportation facilities delivered utilizing the design-build project delivery method or Construction Manager/General Contractor project delivery method or Alternative Technical Concepts in a design-bid-build project delivery method do not for transportation facilities delivered by the Department, exceed \$500,000,000 of contracts awarded on an annual basis. Provides that the Department may adjust the applicable monetary threshold on a yearly basis to reflect inflationary costs in highway construction as measured by the United States Department of Transportation in the National Highway Construction Cost Index or other similar index. Requires a notice of any change to that threshold to be published in the Illinois Transportation Bulletin. Removes language that provides that notwithstanding any other law, and as authority supplemental to its existing powers, the Department may use the Construction Manager/General Contractor project delivery method for up to 2 transportation facilities per year. Effective immediately.

Status: HB3177 assigned to Senate Executive on 4/29/2025; SB2248 re-referred to Senate Assignments

HB3438/SB1999 – TRANSPORTATION-VARIOUS (Rep. Andrade, Jr./Sen. Porfirio)

Description: Amends the Department of Transportation Law of the Civil Administrative Code of Illinois. Provides that the Department of Transportation shall develop and implement a life-cycle costs analysis for each new construction, reconstruction, or replacement road project, except for State rehabilitation and preservation projects, under its jurisdiction for which the total pavement costs exceed \$500,000. Amends the Illinois Municipal Code. Provides that the employee of the Aeronautics Division of the Department of Transportation who is a member of the advisory committee that determines which homes contain windows or doors that cause offensive odors and thus are eligible for replacement shall only cast a vote when breaking a tie. Amends the Illinois Vehicle Code. Provides that every crash report required to be made in writing must be electronically submitted to the Administrator using an electronic format approved by the Administrator (rather than made on an approved form or in an approved electronic format provided by the Administrator). Makes conforming changes. Effective immediately, except that the changes made to the Illinois Vehicle Code are effective January 1, 2027.

Status: HB3438 placed on Senate Calendar 3rd Reading on 5/15/2025; SB1999 placed on House Calendar 2nd Reading on 5/16/2025

Transportation Safety

HB2983 – TRANSPORTATION-VARIOUS (Rep. Vella/Sen. Stadelman)

Description: Amends the Illinois Vehicle Code. Requires the Secretary of State to include information advising drivers of the laws and best practices for safely sharing the roadway with bicyclists and

pedestrians in the Illinois Rules of the Road Publication. Provides that an applicant for a school bus driver permit or commercial driver's license with a school bus driver endorsement is not required to pass a written test if the applicant holds a valid commercial driver's license or a commercial driver's license that expired in the preceding 30 days issued by another state with a school bus and passenger endorsements. Requires all driver education courses to include information advising drivers of the laws and best practices for safely sharing the roadway with bicyclists and pedestrians. Provides that the examination to test an applicant's ability to read and understand official traffic control devices and knowledge of safe driving practices and traffic laws may be administered at a Secretary of State facility, remotely via the Internet, or in a manner otherwise specified by the Secretary of State by administrative rule. Allows the Secretary to destroy a driving record created 20 or more years ago for a person who was convicted of an offense and who did not have an Illinois driver's license if the record no longer contains any convictions or withdrawal of driving privileges due to the convictions. Provides that the application for an instructor for a driving school must be accompanied by a medical examination report completed by a competent medical examiner (rather than a competent physician). Provides that the restricted commercial driver's license issued for farm-related service industries may be available for periods not to exceed a total of 210 (rather than 180) days in any 12-month period. Removes some of the duration limitations for suspended licenses. Provides that the traffic-control signals also apply to bicyclists. Restricts a person from driving a motor vehicle on a bicycle lane, trail, or path designated by an official sign or marking for the exclusive use of bicycles or pedestrians. Provides that, if an official traffic control signal is erected and maintained as a dedicated signal for bicyclists, that signal shall take precedence for bicyclists over other signals. Requires that the operator of a motor vehicle overtaking a bicycle or individual proceeding in the same direction on a highway to, if another lane of traffic proceeding in the same direction is available, make a lane change into another available lane with due regard for safety and traffic conditions before overtaking or passing the bicycle or individual (rather than only the bicycle). Makes other changes. Amends the School Code to make a conforming change. Effective immediately.

Status: Placed on Senate Calendar 3rd Reading on 5/7/2025

SB1507 – VEH CD-SAFETY ZONES (Sen. Feigenholtz/Rep. Croke)

Description: Amends the Illinois Vehicle Code. Provides that the University of Illinois Chicago Urban Transportation Center shall conduct a study that includes the following: (1) a comprehensive review of the City of Chicago's website multi-year crash data on North and South DuSable Lake Shore Drive; (2) the available research on potential effectiveness of cameras powered by artificial intelligence in improving compliance and reducing crashes and road fatalities on North and South DuSable Lake Shore Drive; (3) an analysis of driving behavior to detect risky driving patterns and to address the DuSable Lake Shore Drive crash corridors; (4) an assessment of the effectiveness of psychological deterrence in reducing habitual speeding; and (5) an assessment of how fatalities can be reduced using these cameras powered by artificial intelligence and other technical options that may be available in place of cameras powered by artificial intelligence. Provides that the Department of Transportation shall adopt any rules necessary to implement this provision.

Status: Placed on House Calendar 2nd Reading on 5/16/2025

SB1559 – IDOT-TRAFFIC STUDIES (Sen. Feigenholtz/Rep. Williams)

Description: Amends the Department of Transportation Law of the Civil Administrative Code of Illinois. Requires the Department of Transportation to conduct a traffic study following the occurrence of any crash involving a pedestrian fatality that occurs at an intersection of a State or municipal highway. Sets forth the meeting agendas for State and municipal government departments of transportation if a memorandum of understanding exists between the State and municipal departments of transportation. Provides that the Department shall conduct a timely analysis of each fatal traffic crash that occurs on a State or municipal highway that is reported to the Illinois State Police or a local law enforcement agency. Provides that the Department shall conduct periodic analyses to identify trends, patterns, and correlations associated with traffic crashes. Provides that based on its analyses, the Department shall

identify potential actions to increase traffic safety. Provides that when appropriate, the Department shall include estimates for the cost of implementation and potential funding options in its identification of such potential actions. Provides that in conducting analyses and in identifying potential actions, the Department shall coordinate with any other department, agency, or organization deemed relevant by the Department. Requires the Department of Transportation to make the reports of the analysis and the results of the study available to the public upon request.

Status: Placed on House Calendar 3rd Reading on 5/16/2025

Transportation Funding

SB1319 – MOTOR FUEL TX-PROCEEDS (Sen. Villivalam)

Description: Amends the Motor Fuel Tax Law. Provides that, of the proceeds that are deposited into the Road Fund, \$27,000,000 shall be transferred each month to the Department of Transportation to be distributed to municipalities of the State, counties of the State, and road districts of the State according to a specified formula.

Status: Committee/3rd Reading Deadline Established As May 23, 2025

SB1382 – MOTOR FUEL-PUBLIC HIGHWAYS (Sen. Feigenholtz)

Description: Amends the Motor Fuel Tax Law. Provides that "motor fuel" means all volatile and inflammable substances, whether in liquid or gaseous form (currently, volatile and inflammable liquids). Provides that incidental use of motor fuel on private roads or private highways in the operation of a motor vehicle does not constitute a "purpose other than operating a motor vehicle upon the public highways" and does not form a basis for a claim for refund. Effective immediately, except that certain provisions take effect January 1, 2026.

Status: Committee/3rd Reading Deadline Established As May 23, 2025

SB1608 – CARGO TRANSPORT ACT (Sen. Ventura)

Description: Creates the Cargo Transportation Fee Act. Provides that the corporate authorities of a municipality or a county may impose a fee upon interstate carriers and intrastate carriers that (i) transport by common carrier tangible personal property in the State, (ii) transport that tangible personal property for the purpose of selling that tangible personal property at retail, and (iii) receive tangible personal property directly from an intermodal facility that is located in the municipality or county that enacts the ordinance. Sets forth the amount of the fee. Provides that 95% of the proceeds from the fee shall be deposited into the Cargo Transportation Fee Fund and 5% of the proceeds shall be deposited into the Motor Carrier Safety Inspection Fund. Amends the State Finance Act to create the Cargo Transportation Fee Fund and sets forth the uses for that Fund.

Status: Committee/3rd Reading Deadline Established As May 23, 2025

SB1805 – REVENUE-ELECTRIC VEHICLES (Sen. Villivalam)

Description: Creates the Electric Vehicle Charging Fee Act. Provides that a fee is imposed on the privilege of engaging in business as an electric vehicle power provider in this State. Provides that, from January 1, 2026 through January 1, 2027, the rate of fee shall be \$0.06 per kilowatt hour of electric vehicle power. Provides that the rate of fee shall be increased on January 1 of each year by the percentage increase, if any, in the Consumer Price Index. Amends the Public-Private Partnerships for Transportation Act. Creates a dynamic wireless electric vehicle charging pilot program. Amends the Illinois Administrative Procedure Act to provide for emergency rulemaking. Effective January 1, 2026.

Status: Committee/3rd Reading Deadline Established As May 23, 2025