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MEMORANDUM

To: Climate Committee

From: CMAP Staff

Date: February 19, 2026

Subject: Regional Transportation Plan update

Action Requested: Information

CMAP is working with partners to develop the 2026 Regional Transportation Plan (RTP) – a long-term blueprint that will guide how our region invests in and improves its transportation system over the coming decades. The RTP builds on the vision established in ON TO 2050 and fulfills federal requirements for planning a multimodal transportation network, including transit, roads and highways, freight, biking, walking, and accessible transportation for all users. The plan will be presented to the CMAP Board and MPO Policy Committee in October 2026 for approval.

The RTP will define shared goals, objectives, and strategies to improve the regional transportation system. Five goal areas have guided the plan development process:

1. Strengthen connections between people and places
2. Prioritize safety and public health
3. Mitigate pollution and invest in resilient infrastructure
4. Support economic prosperity and inclusive growth
5. Strategically govern and fund the system

At the committee meeting, CMAP staff will present the proposed strategies under the goal to **mitigate pollution and invest in resilient infrastructure** and seek committee member feedback. Proposed strategies were identified through a holistic approach, including review of adopted plans from across the region and of recently completed CMAP-led work, such as the Transportation Resilience Improvement Plan (TRIP) and Comprehensive Climate Action Plan (CCAP). Proposed strategies also incorporate stakeholder and partner feedback, including from CMAP Board and Committee presentations, resource groups, and public engagement events.

The strategies to mitigate pollution and invest in resilient infrastructure are included below, organized by objective.

Goal: Mitigate pollution and invest in resilient infrastructure

Objective: Reduce emissions and improve public health

- **Accelerate the adoption of passenger EVs:** The region should accelerate the adoption of electric vehicles, which is the most effective way to reduce emissions from vehicle travel. Transportation partners should implement a mix of sales requirements and financial incentives for consumers to achieve a fully electrified passenger vehicle fleet aligned with the region's climate goals.
- **Accelerate the shift towards electric freight vehicles:** To accelerate the electrification of freight trucks, transportation partners should implement strong sales requirements, financial incentives for fleet owners, and indirect source rules that limit pollution at sources of high activity. Because freight is one of the largest and most geographically concentrated sources of emissions in the region, electrifying freight provides critical emissions reductions and public health benefits.
- **Build out charging infrastructure to support vehicle electrification:** The region should expand the electric vehicle charging network for both passenger and freight travel to sustain rapid vehicle electrification. Transportation partners should invest in chargers along expressways and major routes, at new and existing developments and multifamily housing, at commercial and industrial freight hubs, and curbside. Transportation partners should collaborate with utilities to ensure sufficient power to meet charging demand, including through expansion of distributed energy resources.
- **Reduce vehicle miles traveled through mode shift:** The region should reduce emissions through efficient movement of people and goods. Investing in transit and active transportation, advancing road pricing, and improving transportation system management and operations can all reduce VMT, reducing emissions while easing congestion, improving mobility, and maximizing use of existing infrastructure.
- **Invest in transportation projects and programs that reduce criteria pollutants:** The region should make targeted investments in transportation projects and programs to reduce particulate matter, ozone, and nitrous oxide. Agencies should prioritize investments in areas with the highest exposure and health risks, to improve air quality and public health for communities disproportionately exposed to transportation pollution.
- **Use low carbon materials:** Transportation partners should increase use of cement, steel and other materials from low-to-zero emissions production methods. "Buy clean" procurement policies and increased use of low-carbon materials in transportation infrastructure will reduce lifecycle emissions in support of the region's climate goals.

Objective: Increase the resilience of infrastructure vulnerable to extreme weather

- **Use best available climate data in project design:** Transportation partners should design and build assets relying on the best available data on climate vulnerability and future projections, to ensure the long-term viability and safety of the region's investments. Transportation assets should be built to withstand larger storms and more severe flooding events that could cause impacts over a project's lifespan.
- **Incorporate resilience into transportation planning and programming:** Transportation partners should incorporate resilience into planning processes such as long-range planning, asset management, and investment prioritization, and programmers should incorporate resilience criterion into project evaluations and scoring to further advance resilience investments.
- **Incorporate green infrastructure when designing projects that manage stormwater:** The region should invest in the construction and maintenance of bioswales, stormwater detention facilities, permeable pavement, and other green infrastructure to reduce climate risk and ensure long-term functionality. Combining green infrastructure alongside gray stormwater infrastructure improvements will lessen flooding and heat impacts while providing co-benefits like improved air and water quality, habitat, and quality of life.
- **Invest in infrastructure at transit stops and stations that protect riders from extreme weather:** The region should expand bus shelters, tree canopy, and other protective infrastructure to reduce exposure to extreme weather and ensure safe and reliable transit. Investments that improve transit rider comfort and safety during extreme temperatures and severe storms are necessary to improve health, safety, and accessibility.
- **Improve communication tools for disruptions and preparedness:** The region should assess and improve communication tools to better respond to extreme weather, such as rerouting traffic and transit during flooding events. Systems that enable communication between transportation implementers, operators, users, emergency managers, and neighboring communities are critical to minimizing disruptions and improving safety.

Objective: Protect and enhance natural resources

- **Design and maintain assets to reduce stormwater runoff and improve water quality:** Hard surfaces, which prevent rainwater from soaking into the ground, produce stormwater runoff that pollutes the region's water bodies. Transportation partners should minimize the impact of transportation assets by incorporating green infrastructure when designing projects that manage stormwater. Ongoing operations and maintenance should follow best practices for snow and ice control to reduce

water pollution from road salt.

- **Minimize infrastructure expansion impacts on natural assets:** Transportation and land use planners should work together to assess and reduce impacts of transportation infrastructure expansion on wetlands, habitat, and open space. Applying conservation strategies throughout the planning and design process can prevent a project from encroaching, fragmenting, and further degrading high-quality natural assets, which provide regional benefits like recreation, flood reduction, and groundwater recharge.