



TRANSPORTATION COMMITTEE

AGENDA - FINAL-REVISED

Friday, August 1, 2025

9:30 AM

Members of the public who attend in-person can pre-register for a visitor's pass at info@cmap.illinois.gov until July 31, 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

CMAAP 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 CMAAP'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 CMAAP 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 May 30, 2025.**[25-240](#)

PURPOSE & ACTION: Review and approval of meeting minutes.

ACTION REQUESTED: Approval

Attachments: [TC minutes 05.30.25](#)

4.0 CMAP updates**5.0 Items for approval****5.01 FFY 2023-2028 Transportation Improvement Program (TIP) amendments and administrative modifications**[25-244](#)

PURPOSE & ACTION: TIP amendment 25-10 was published to the eTIP website on July 25, 2025 for committee review and public comment. A memo summarizing formal TIP amendment 25-10 and administrative amendments 25-10.1 and 25-10.2 is included in the meeting materials. Staff requests approval of TIP amendment 25-10.

ACTION REQUESTED: Approval

Attachments: [TC\(Memo\)TIP Amend25-10](#)
[Formal TIP Amendment 25-10](#)
[Administrative Amendment 25-10.1](#)
[Administrative Amendment 25-10.2](#)

6.0 Information items**6.01 FY2024-FY2025 Section 5310 Recommended Program of Projects**[25-247](#)

PURPOSE & ACTION: The federal Section 5310 Program provides funding for transportation projects that enhance mobility for seniors and individuals with disabilities. Regional Transportation Authority (RTA) Staff will provide an overview of the recently completed Section 5310 Call for Projects and recommended program of projects.

ACTION REQUESTED: Information

Attachments: [RTA Section 5310 Memo TC](#)

6.02 The Century Plan Update[25-245](#)

PURPOSE & ACTION: CMAP staff will provide an overview of the scope and early insights from the region's next comprehensive plan.

ACTION REQUESTED: Information

Attachments: [Century Plan Update Memo TC 6.02](#)

6.03 Regional Transportation Plan (RTP) update[25-239](#)

PURPOSE & ACTION: CMAP staff will provide an update on the strategy development phase of the Regional Transportation Plan, with a focus on asset management and congestion management. Staff will also provide an update on the Financial Plan component of the RTP.

ACTION REQUESTED: Information

Attachments: [20250801 RTP memo](#)

6.04 Legislative update[25-242](#)

PURPOSE & ACTION: The intergovernmental affairs team will provide an update on recent federal and state legislative activities.

ACTION REQUESTED: Information

Attachments: [6.04 Legislative Update Memo 2025-08-01](#)

7.0 Other Business**8.0 Public Comment**

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

9.0 Next meeting

The next meeting is scheduled for September 12, 2025.

10.0 Adjournment



TRANSPORTATION COMMITTEE
MEETING MINUTES - DRAFT

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>

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

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

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1.0 Call to Order and Introductions

Chair Carrier called the meeting to order at 9:30 a.m.

Present: Academic Research Representative 1, Academic Research Representative 2, CMAP Representative, CoM Representative, Cook Co 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, Will Co Representative, ATA Representative, CTA Representative, and CDOT Representative.

Absent: IDOT OIPI Representative, SEWRPC Representative

Non-Voting: FHWA Representative, and FTA Representative

Kevin Carrier served as Lake Co Representative, Joe Schofer served as Academic Research Representative 1, P.S. Sriraj served as Academic Research Representative 2, Amy Rynell served as ATA Representative, Jeff Shriver served as CDOT Representative, Aimee Lee served as CMAP Representative, Leon Rockingham served as CoM Representative, Jennifer Henry served as CTA Representative, Tara Orbon served as Cook Co Representative, John Loper served as DuPage Co Representative, Katie Herdus served as IDOT D1 Representative, Brandon Geber served as IDOT OP&P Representative, Jack Cruikshank served as IEPA Representative, Heidi Lichtenberger served as Kane Co Representative, George Kandathil served as Kendall Co Representative, Scott Hennings served as McHenry Co Representative, David Kralik served as Metra Representative, Hugo Coronado served as MPC Representative, Tom Vander Woude served as NIRPC Representative, Erik Llewellyn served as Pace Representative, Kyle Whitehead served as RTA Representative, Karyn Robles served as Tollway Representative, Christina Kupkowski served as Will Co Representative, Jon Paul Dipla served as FHWA Representative and Mark Kane served as FTA Representative

Staff present: Vickie Barrett, Linday Bayley, Alex Beata, Kama Dobbs, Doug Ferguson, Ryan Gougis, Jon Haadsma, Kasia Hart, Ryan McCray, Martin Menninger, Nida Mirza, Richard Norwood, Stephane Phifer, Russell Pietrowiak, Quinn Ruiz, Sarah Stolpe, Blanca Vela-Schneider, Laura Wilkison

Others present: Gretchen Klock, Greg Osborne, Joe Surdam, Leslie Rauer, Grace Hebert, Tommy Myszka, Brittany Matyas, Eric Czarnota, Matt Pasquini, Laura McFadden, Tom Rickert, Chad Riddle, Mike Klemens, Drew Duffin

2.0 Agenda Changes and Announcements

There were no agenda changes or announcements for the committee.

3.0 Approval of Minutes

3.01 Minutes from April 25, 2025

25-103

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

A motion was made by CoM Representative Leon Rockingham, seconded by DuPage Co Representative John Loper, to approve the April 25, 2025 meeting minutes. The motion carried by the following vote:

Aye: Academic Research Representative 1, Academic Research Representative 2, CMAP Representative, CoM Representative, Cook Co 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, Will Co Representative, ATA Representative, CTA Representative, and CDOT Representative.

Absent: IDOT OIPI Representative, SEWRPC Representative

Non-Voting: FHWA Representative, and FTA Representative

4.0 CMAP Updates

Aimee Lee, Deputy of Transportation and CMAP Representative, provided an update on Governor Pritzker and IDOT announcing local transportation grants are now available in the amount of \$400 million in total aimed at improving mobility and quality of life across Illinois. Lee also stated the Illinois Highway Safety Improvement Program (HSIP) is currently accepting applications for FY2027.

5.0 Items for Approval

5.01 FFY 2025 FTA Sub-Area 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 25-178

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

Russell Pietrowiak, Senior Programming Analyst, presented the FFY 2025 FTA subarea allocation splits between Indiana and Illinois, and Wisconsin and Illinois. The committee is asked to recommend to the MPO Policy Committee endorsement of the suballocations, contingent on RTA Board approval on June 12, 2025.

A motion was made by IEPA Representative Jack Cruikshank, seconded by IDOT OP&P Representative Brandon Geber, to recommend the FFY 2025 FTA subarea allocations to the MPO Policy Committee for approval. The motion carried by the following vote:

Aye: Academic Research Representative 1, Academic Research Representative 2, CMAP Representative, CoM Representative, Cook Co 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, Will Co Representative, ATA Representative, CTA Representative, and CDOT Representative.

Absent: IDOT OIPI Representative, SEWRPC Representative

Non-Voting: FHWA Representative, and FTA Representative

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

25-175

Attachments:

[Formal TIP Amendment 25-07](#)

[Administrative TIP Amendment 25-07.1](#)

[Administrative TIP Amendment 25-07.2](#)

Russell Pietrowiak, Senior Programming Analyst, presented the FFY 2023-2028 Transportation Improvement Program formal TIP amendment 25-07 and administrative TIP amendments 25-07.1 and 25-07.2. There are 26 formal amendments for the committee's consideration. Additionally, 137 administrative amendments were reviewed and approved by staff.

Formal amendments resulted in just over \$113.8 million in total costs for all prior, current, and future years. Highlights include IDOT adding more funds to the I-80 project and IL-31 project. More roundabouts are being built in the region including one in Oswego. Pietrowiak also stated Metra received money towards their bidirectional signal construction on two commuter lines.

Administrative amendments increased the TIP by \$52.7 million.

The net change from the TIP for both formal and administrative amendments is \$166.5 million being added to the TIP for all prior, current, and future years. The TIP remains fiscally constrained.

A motion was made by McHenry Co Representative Scott Hennings, seconded by Will Co Representative Christina Kupkowski, to approval formal TIP amendment 25-07. The motion carried by the following vote:

Aye: Academic Research Representative 1, Academic Research Representative 2, CMAP Representative, CoM Representative, Cook Co 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, Will Co Representative, ATA Representative, CTA Representative, and CDOT Representative.

Absent: IDOT OIPI Representative, SEWRPC Representative

Non-Voting: FHWA Representative, and FTA Representative

5.03 ON TO 2050/2025-2029 TIP Conformity Analysis and TIP Amendment

25-176

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

Russell Pietrowiak, Senior Programming Analyst, presented the FFY 2023-2028 Transportation Improvement Program Conformity Analysis and TIP amendments 25-08. The CMAP area is a nonattainment area for ozone and therefore CMAP is required to demonstrate that projects in the TIP conform to the motor vehicle emissions budget for our area through a regional emissions analysis. CMAP has also created an administrative amendment 25-08.1 to include technical corrections or update modeling information for exempt tested projects.

A motion was made by IEPA Representative Jack Cruikshank, seconded by Tollway Representative Karyn Robles, to approval TIP conformity analysis and amendment 25-08. The motion carried by the following vote:

Aye: Academic Research Representative 1, Academic Research Representative 2, CMAP Representative, CoM Representative, Cook Co 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, Will Co Representative, ATA Representative, CTA Representative, and CDOT Representative.

Absent: IDOT OIPI Representative, SEWRPC Representative

Non-Voting: FHWA Representative, and FTA Representative

5.04 FFY 2026-2030 CMAQ, STP-SF, and TAP-L Programs

25-168

Attachments: [FFY26-30 CMAQ STP-SF TAP-L Memo](#)
[FFY26-30 CMAQ Prog-TC 05-30-25](#)
[FFY26-30 STP-SF Active Prog-TC 05-20-25](#)
[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](#)

Doug Ferguson, Senior Programming Analyst, presented the FFY 2026-2030 CMAQ, STP-SF, and TAP-L Programs TIP amendments 25-09.1, 25-09.2, 25-09.3. The respective project selection committees approved 40 total projects out of 88 applications for selection into these programs.

A motion was made by Metra Representative David Kralik, seconded by DuPage Co Representative John Loper, to approve a recommendation of formal TIP amendments 25-09.1, 25-09.2, and 25-09.3 to MPO Policy Committee for their consideration. The motion carried by the following vote:

Aye: Academic Research Representative 1, Academic Research Representative 2, CMAP Representative, CoM Representative, Cook Co 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, Will Co Representative, ATA Representative, CTA Representative, and CDOT Representative.

Absent: IDOT OIPI Representative, SEWRPC Representative

Non-Voting: FHWA Representative, and FTA Representative

5.05 MPO Self-Certification for the Metropolitan Transportation Planning Process

25-177

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

Martin Menninger, Program Lead, presented the MPO Self-Certification Process and overview of CMAP compliance. IDOT OP&P Representative Geber commented that this action will also need to be done next fall with the adoption of CMAP's TIP Document, to which Menninger confirmed that CMAP will complete it again next year.

A motion was made by IEPA Representative Jack Cruikshank, seconded by RTA Representative Kyle Whitehead, to recommend to the MPO Policy Committee for approval. The motion carried by the following vote:

Aye: Academic Research Representative 1, Academic Research Representative 2, CMAP Representative, CoM Representative, Cook Co 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, Will Co Representative, ATA Representative, CTA Representative, and CDOT Representative.

Absent: IDOT OIPI Representative, SEWRPC Representative

Non-Voting: FHWA Representative, and FTA Representative

5.06 Safe Streets for All (SS4A) Regional Safety Action Planning

25-174

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

Lindsay Bayley, Senior Planner, presented highlights from six recently completed Safety Action Plans for the counties of Cook, DuPage, Kane, Lake, McHenry, and Will.

IEPA Representative Cruikshank asked how this committee can work with Bayley and their team for the next steps recommended by the plan.

RTA Representative Whitehead raised the issue of IDOT controlled arterial roads beyond county jurisdiction that are a safety issue and asked how we can align IDOT work with the safety timelines in the plan.

IDOT D1 Representative Herdus stated that their department has committed funding to improved safety outcomes, but it takes time.

CoM Representative Rockingham asked where technology plays a role in these safety action plans, to which

Bayley replied that it is mentioned in the plans but is not the entire focus.

Cook Representative Orbon asked what some of the commonalities in recommendations were shared between counties, to which Bayley replied speeding, roundabouts, visibility, and bike/pedestrian safety were most common.

CTA Representative Henry posed the topic of mode shift helping safety.

MPC Representative Coronado asked whether enforcement revenue was an outcome of the plan, to which Bayley replied that smart enforcement is emphasized due to inequality in enforcement in underserved communities.

Academic Research Representative 2 stressed the importance of keeping at grade crossing safety in mind.

A motion was made by IEPA Representative Jack Cruikshank, seconded by Cook Co Representative Tara Orbon, to recommend to the MPO Policy Committee for approval. The motion carried by the following vote:

Aye: Academic Research Representative 1, Academic Research Representative 2, CMAP Representative, CoM Representative, Cook Co 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, Will Co Representative, ATA Representative, CTA Representative, and CDOT Representative.

Absent: IDOT OIPI Representative, SEWRPC Representative

Non-Voting: FHWA Representative, and FTA Representative

6.0 Information Items

6.01 Regional Transportation Plan (RTP) update 25-160

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

Ryan Thompto, Principal Policy Analyst, and Julie Reschke, Senior Policy Analyst, provided a Regional Transportation Plan update, including key findings from the upcoming Existing Conditions report for the 2026 RTP.

The Regional Transportation Plan update was presented and discussed.

6.02 Legislative update 25-169

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

Kasia Hart, Senior Specialist, provided a legislative update. Staff continue to monitor recent federal and state legislative activity. This week two state transit reform bills were filed, one in the House and one in the Senate, both of which include new revenue options for transit. The bill creates a new Northern Illinois Transit Authority out of the current three service boards. Hart reviewed the structure and

responsibilities of the new agency.

RTA Representative Whitehead observed that the funding in the new bill is centered around capital projects not operating costs, and stressed that operating costs are more important.

7.0 Committee Member Updates

There were no member updates before the committee.

8.0 Other Business

There was no other business before the committee.

9.0 Public Comment

Garland Armstrong, former Illinois resident, voiced concerns around the condition of sidewalks within Elmwood Park. He also commented on widespread issues of sidewalk grading and not being flat enough for disabled residents.

John Paul Jones, Grow Greater Englewood, remarked on potential improvements to the CMAP website. He also commented on the SS4A plan and Vision Zero initiative and connected it to concerns in the City of Chicago.

10.0 Next Meeting

The next meeting is scheduled for August 1, 2025

11.0 Adjournment

A motion was made by CMAP Representative Aimee Lee, seconded by IEPA Representative Jack Cruikshank, to adjourn the meeting. The motion carried by the following vote:

Aye: Academic Research Representative 1, Academic Research Representative, CMAP Representative, CoM Representative, Cook Co Representative, 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, Will Co Representative, ATA Representative, CTA Representative, and CDOT Representative.

Absent: IDOT OIPI Representative, SEWRPC Representative

Non-Voting: FHWA Representative, and FTA Representative

The meeting was adjourned at 11:01 a.m.

Minutes prepared by Richard Norwood



MEMORANDUM

To: CMAP Transportation Committee

From: CMAP Staff

Date: July 25, 2025

Subject: Transportation Improvement Program (TIP) amendments

Action Requested: Approval of Formal TIP Amendment 25-10

Since the committee's last meeting, project programmers submitted 77 formal amendments for Transportation Committee consideration. Additionally, 206 administrative amendments were submitted, reviewed, and accepted by staff. Summary information is presented below. A list of projects and report of the full change details for each amendment are available on the Amendments tab of the [eTIP public web page](#). Staff requests committee approval of Formal Amendment 25-10.

Formal Amendment 25-10

A total of 77 formal amendments have been submitted for Transportation Committee approval on amendment [25-10](#). Projects (22) with cost changes above the administrative thresholds added \$120.2M in total cost and \$90.4M in federal participation. New projects (47) added \$162.9M in total cost and \$101.7M in federal participation. Projects (7) that had project phases moving into or out of the active TIP years (FFY 25-29) reduced total cost by \$0.3M, while federal participation was unchanged. One project was deleted, which reduced total cost by \$0.1M and federal participation by \$0.1M. The overall change in total project cost within all prior, current, and future years due from this amendment is \$282.7M in total cost, and \$192.1M in federal participation, as summarized below.

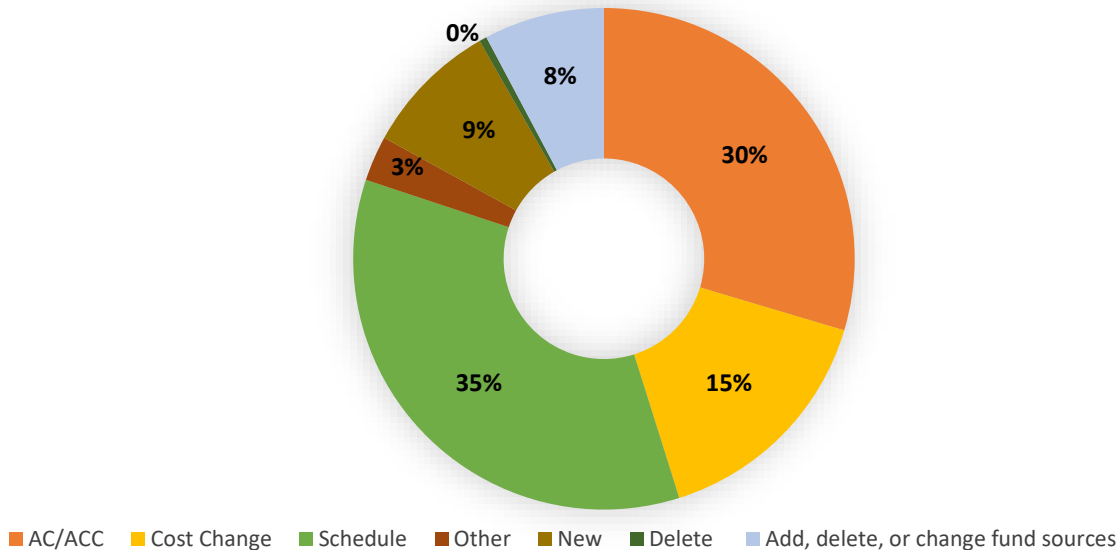
Type of change	# of projects	Change in total cost	Total cost before	Total cost after	Change in federal cost	Federal cost before	Federal cost after
Cost change	22	\$120.2	\$567.8	\$688.0	\$90.4	\$353.1	\$443.5
New Project	47	\$162.9	\$0.0	\$162.9	\$101.7	\$0.0	\$101.7
Delete Project	1	-\$0.1	\$0.1	\$0.0	-\$0.1	\$0.1	\$0.0
Project phase moved into or out of TIP years	7	-\$0.3	\$229.9	\$229.6	\$0.0	\$168.2	\$168.2
Grand Total	77	\$282.7	\$797.8	\$1,080.5	\$192.1	\$521.3	\$713.4

All costs in \$ millions

Administrative Amendments 25-10.1 and 25-10.2

A total of 206 Administrative Amendments were submitted, reviewed, and accepted by staff on amendments [25-10.1](#) and [25-10.2](#). Administrative amendments include new projects that are not federally funded or have all federal funds in future years, conversion of project phases to or from Advance Construction (AC), cost changes that are below CMAP's amendment thresholds, changes to project schedules within the years of the TIP, changes to fund sources, and other miscellaneous changes that do not affect the scope, schedule, or funding of projects in a way that requires committee approval.

25-10.1 & 25-10.2 Administrative Amendments - Type of Changes



The most frequent administrative changes were projects (72) updating the schedule information. These changes did not change the total or federal cost. Project phases going into or out of advanced construction (AC/ACC) status (61) were the next most common, adding \$11.1M in total cost and \$10.9M in federal cost. Cost changes (32), below the formal thresholds added \$38.2M in total cost and \$7.7M in federal cost. New projects (18) added \$148.3M in total cost and \$1.7M in federal participation (in future years). Projects that added, deleted or changed funds sources (16) added \$18.2M in total cost and \$0.8M in federal cost. There was 1 project that was deleted that subtracted \$1.5M in total cost and \$1.1M in federal participation (in future years). There were 6 projects with other changes, such as the addition of project IDs or updating project locational information, which did not have an impact on cost. The overall result of the administrative changes was an increase of \$214.3M in total cost and \$20M in additional federal participation. Total cost includes all fund sources and all project phases in prior, current, and future years of the TIP. Federal cost includes only federal fund sources for all project phases in prior, current, and future years of the TIP. The type of change, number of projects affected, total project cost, and federal project cost information is shown in the table below.

Type of change	# of projects	Change in total cost	Total cost before	Total cost after	Change in federal cost	Federal cost before	Federal cost after
Phase(s) converted from AC	38	\$10.9	\$6,789.0	\$6,800.0	\$10.8	\$2,009.5	\$2,020.3
Phase(s) placed in AC	23	\$0.2	\$315.2	\$315.3	\$0.0	\$201.7	\$201.7
Cost change	32	\$38.2	\$608.9	\$647.1	\$7.7	\$357.6	\$365.2
New Project	18	\$148.3	\$0.0	\$148.3	\$1.7	\$0.0	\$1.7
Schedule change	72	\$0.0	\$404.3	\$404.3	\$0.0	\$178.8	\$178.8
Add, delete, or change fund sources	16	\$18.2	\$168.0	\$186.3	\$0.8	\$94.1	\$95.0
Delete Project	1	-\$1.5	\$1.5	\$0.0	-\$1.1	\$1.1	\$0.0
Other	6	\$0.0	\$1,538.6	\$1,538.6	\$0.0	\$1,014.4	\$1,014.4
Grand Total	206	\$214.3	\$9,825.5	\$10,039.9	\$20.0	\$3,857.2	\$3,877.2

All costs in \$ millions



MEMORANDUM

To: Transportation Committee

From: RTA Staff

Date: July 28, 2025

Subject: FY2024-FY2025 Section 5310 Recommended Program of Projects

Action Requested: Information

The federal Section 5310 Program provides funding for transportation projects that enhance mobility for seniors and individuals with disabilities. Regional Transportation Authority (RTA) Staff will provide an overview of the recently completed Section 5310 Call for Projects and recommended program of projects.



MEMORANDUM

To: Transportation Committee

From: CMAP Staff

Date: July 25, 2025

Subject: The Century Plan Update

Action Requested: Information

CMAP staff will provide an overview of the scope and early insights from the region's next comprehensive plan.



MEMORANDUM

To: Transportation Committee

From: CMAP Staff

Date: July 25, 2025

Subject: Regional Transportation Plan update

Action Requested: Information

General update

The Regional Transportation Plan (RTP) continues to make progress on research and analysis as the plan prepares to begin conversations about strategy and implementation later this year. Over the summer, CMAP has been active in local communities, engaging residents about their transportation experiences, challenges, and priorities. To date, the [RTP questionnaire](#) has received more than 1,100 responses. Over the remainder of the year, CMAP will continue this community engagement to capture diverse perspectives.

Financial plan update

In partnership with the Illinois Department of Transportation (IDOT) and the Regional Transportation Authority (RTA), CMAP is continuing to advance efforts to estimate the RTP's fiscal constraint by forecasting the revenues that will be available over the planning horizon and the costs anticipated by the plan, as required by federal regulation (23 CFR § 450.324). However, both revenue and expenditure forecasts are subject to economic, policy, and implementation uncertainties — particularly over a 20+ year timeframe. To ensure the fiscal constraint presents a realistic and resilient blueprint for transportation investment between now and 2050, CMAP is beginning to shape and conduct a risk assessment in partnership with resource group members.

The *Financial Plan Risk Assessment* will evaluate known uncertainties by systematically identifying, prioritizing, and analyzing the risks associated with key financial assumptions, such as the availability of future revenue streams, cost escalation rates, and project delivery schedules. CMAP will test how sensitive the financial plan is to assumptions related to prioritized risks, and work with resource group members and other stakeholders to identify mitigation strategies that protect the region's ability to implement its transportation priorities under various future conditions. By revealing the conditions under which the fiscal constraint

may be at risk, this exercise will increase transparency about the strengths and limitations of a long-range forecast and support better decision-making in the face of uncertainty.

Regional capital projects

Through coordination with partner agencies, CMAP has identified 138 Regional Capital Projects (RCPs) to be included in the RTP. CMAP is currently conducting RCP evaluations, in which proposed RCPs are assessed for how well they advance the region's transportation goals. The evaluations will review a variety of measurable project criteria including current asset and travel time conditions on the facilities proposed for improvements, as well as the anticipated impact of the project on regional travel times and vehicle emissions based on outputs from the regional travel demand model. A draft report presenting the benefits that each of the proposed RCPs offers to the region will be shared in September.

Congestion management

In partnership with resource group members, CMAP is advancing key deliverables in support of the Congestion Management Process. The *Congestion Management Strategy Guidebook* will outline a suite of strategies to manage congestion in alignment with the region's transportation planning goals and offer a framework to guide strategy selection. The guidebook will be made available to partners for review this summer. Key strategies from the guidebook will be included in the RTP for further development and advancement.

Following the guidebook, staff will produce a *Comprehensive Corridor Study Template*, a resource that will provide guidance on planning for the implementation of congestion management strategies at the corridor level, particularly for priority corridors, emphasizing multiagency coordination. The template will be available later this year.



MEMORANDUM

To: Transportation Committee

From: CMAP Intergovernmental Affairs Staff

Date: July 25, 2025

Subject: Legislative update

Action Requested: Information

FEDERAL

Surface transportation reauthorization

Progress toward the next surface transportation reauthorization bill continues. The Senate Environment and Public Works Committee held additional hearings over the summer to hear input from local and state elected officials as well as transportation industry representatives on priorities for the next reauthorization bill. The House Transportation and Infrastructure Committee also held several hearings earlier in the year.

Additionally, USDOT issued a Request for Information on July 21 seeking stakeholder input on the next surface transportation reauthorization. The RFI notes the next reauthorization will focus on modernizing infrastructure through improvements in safety, streamlining federal processes, promoting economic growth, and strengthening partnerships.

CMAP continues to collaborate both with the region's transportation implementers and peer major metropolitan agencies on developing shared principles for the next reauthorization.

STATE

Strengthen Communities (HB3784) RPA funding initiative

CMAP's Strengthen Communities (HB3784) funding initiative, which would appropriate \$2M to the agency to support the planning functions and programs required in the Illinois Regional Planning Act, was successfully incorporated into the FY26 budget. The FY26 budget appropriates \$2M via the Department of Human Services to CMAP for operational expenses. CMAP staff will work with DHS to access the funds and utilize them to strengthen CMAP's technical assistance offerings in alignment with the Regional Planning Act.

FY26 Budget

The General Assembly passed the FY26 budget (SB2510) on May 31 in the final hours before scheduled adjournment. Shortly after, the General Assembly passed companion budget implementation (HB1075) and revenue (HB2755) legislation. The \$55.2 budget increases spending by about 4% compared to the

current fiscal year. Included in this package is a \$100M Budget Reserve for Immediate Disbursements and Governmental Efficiencies (BRIDGE) fund to address any unanticipated delays in funding or failures of revenue. The revenue package, totaling approximately \$800M, included some new taxes on sports betting, tobacco and vape products, and additional taxes on foreign and out-of-state corporations. Taken together, the final budget package accounts for an approximate \$500M shortfall in revenue projections since the Governor put forward his FY26 budget proposal in February.

On June 16, Governor Pritzker signed into law the FY26 budget, along with companion budget implementation and revenue legislation. These take effect on July 1, 2025.

Transit reform

The General Assembly concluded its spring session without passing legislation to address transit funding and reform. Representative Delgado (SB2111 HA1) and Senator Villivalam (HB3438 SFA2) each filed bills in the final week of session addressing a series of governance reforms to the northeastern Illinois transit system. The bills would create a new Northern Illinois Transit Authority (NITA) to oversee operations of Metra, Pace, and CTA. The Senate bill also included several funding options that would raise revenues for transit operations and capital.

Following the introduction of a few amendments, the Senate bill passed by a vote of 32-22 during the final moments of session. The House did not take up the Senate bill, nor did the House bill advance to a floor vote.

Lawmakers have been working throughout the summer to address governance and funding issues raised throughout the committee hearings and legislative debate.

CMAP continues to engage with members of the General Assembly and other key stakeholders on the importance of enacting adequate and sustainable revenues to address the operating funding shortfall and fund the desired system improvements.

General legislative activity

The General Assembly is next scheduled to convene during veto session, which will take place on October 14-16 and October 28-30, 2025.

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@cmmap.illinois.gov.

FY26 Budget, BIMP, and Revenue

[SB2510](#) – **FY26 Budget** (Sen. Sims, Jr./Rep. Welch)

Description: Makes appropriations and reappropriations for capital and operating expenditures and other purposes for State Fiscal Year 2026.

Status: Signed into Law on 6/16/2025 ([Public Act 104-0003](#))

[HB1075](#) – FY26 BIMP (Rep. Gabel/Sen. Sims)

Description: Creates the Fiscal Year 2026 Budget Implementation Act. Adds, deletes, and makes changes to various statutory provisions as needed to implement the State budget for Fiscal Year 2026.

Status: Signed into Law on 6/16/2025 ([Public Act 104-0002](#))

[HB2755](#) – FY26 Revenue Omnibus (Rep. Tarver, II/Sen. Villanueva)

Description: Makes changes to various Acts concerning the following revenue provisions: tax amnesty; the business interest deduction; deposits into the Road Fund; civil penalties under the Environmental Protection Act; short-term rentals; tobacco products; grocery taxes; the 9-8-8 suicide prevention system; marketplace facilitators and remote retailers; motor fuel taxes; affordable housing property tax credits; and tobacco and cigarette taxes. Creates the American Hostage Tax Liability Postponement Act. Creates the Advancing Innovative Manufacturing for Illinois Tax Credit Act. Creates the Digital Advertisement Tax Act. Contains other provisions. Effective immediately, except that certain provisions take effect July 1, 2025, certain provisions take effect January 1, 2026, and certain provisions take effect January 1, 2027.

Status: Signed into Law on 6/16/2025 ([Public Act 104-0006](#))

Transit Improvement

[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: Sent to the Governor on 6/20/2025

Bike and Pedestrian

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

Description: Amends the Illinois Vehicle Code. 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 intersection where the trail crosses the highway is controlled by an official traffic control device or sign. Provides that if the authority having maintenance jurisdiction over publicly owned bicycle trails has actual knowledge of an emergency or safety hazard that creates a dangerous condition on a publicly owned paved bicycle trail, the authority shall take reasonable steps to erect temporary signage or other warning markers, including, but not limited to, cones, barricades, or drums, alerting pedestrians or cyclists of the dangerous condition. HA3 provided 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 (rather than the intersection where the trail crosses the highway) is controlled by an official traffic control device or sign. Effective immediately.

Status: Sent to the Governor on 6/20/2025

Transportation Infrastructure

[HB3177](#)– 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

(rather than \$400 million) of contracts awarded on an annual basis (rather than during the Department's multi-year highway improvement program for any 5-year period). 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. SA1 to HB3177 removed a provision from the engrossed bill that would have authorized the Department of Transportation to 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. Effective immediately.

Status: Sent to the Governor on 6/24/2025

SB1999 – TRANSPORTATION-VARIOUS (Sen. Porfirio/Rep. Deuter)

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: Sent to the Governor on 6/27/2025

Transportation Safety

HB2983 – TRANSPORTATION-VARIOUS (Rep. Gonzalez, Jr./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. Makes other changes. Amends the School Code to make a conforming change. Effective immediately.

Status: Sent to the Governor on 6/20/2025

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: Sent to the Governor on 6/20/2025

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 and that memorandum of understanding requires that the 2 bodies meet monthly or regularly. 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 each department of transportation to make the reports of the analysis and the results of the study available to the public upon request. SA2 removed provisions concerning regular meetings between State and municipal departments of transportation, traffic crash analyses. Makes changes to provisions requiring the Department to identify potential action to increase traffic safety. Provides that the Department of Transportation (rather than each department, including State and municipal departments, of transportation) shall make the reports of the analysis and results of the study available to the public upon request. Makes other changes

Status: Sent to the Governor on 6/18/2025