



TRANSPORTATION COMMITTEE

AGENDA - FINAL

Friday, May 29, 2026

9:30 AM

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

Members of the public who attend in-person can pre-register for a visitor's pass at info@cmap.illinois.gov until May 28, 2026 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/84389866389?pwd=4JDSuktSTdQ4ifjClZt01EzpNa1I1S.1>

Conference Call number: 312 626 6799 US (Chicago)

Meeting ID: 843 8986 6389 Passcode: 699709

CMAP provides the opportunity for public comments by emailing info@cmap.illinois.gov. Individuals are encouraged to submit written public comments. Public comments received at least 24 hours before the meeting will be shared at the meeting (as time allows) and incorporated into the meeting minutes. Written comments received less than 24 hours before the meeting will be retained and available upon request.

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

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

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1.0 Call to order and introductions**2.0 Agenda changes and announcements****3.0 Approval of minutes****3.01 Minutes from April 24, 2026** [26-146](#)

PURPOSE & ACTION: Review and approval of the meeting minutes.

ACTION REQUESTED: Approval

Attachments: [TC Minutes 4.24.26 - draft](#)

4.0 CMAP updates**5.0 Items for approval****5.01 FFY 2023-2028 Transportation Improvement Program (TIP) amendments and administrative modifications** [26-147](#)

PURPOSE & ACTION: TIP Amendment 26-06 was published to the eTIP website on May 22, 2026 for committee review and public comment. A memo summarizing formal TIP amendment 26-06 and administrative amendments 26-06.1 and 26-06.2 is included in the meeting materials. Staff requests approval of TIP amendment 26-06.

ACTION REQUESTED: Approval

Attachments: [TC\(Memo\)TIP Amend26-06](#)

5.02 FFY 2026 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 [26-144](#)

PURPOSE & ACTION: The Transportation Committee is asked to recommend to the MPO Policy Committee endorsement of the suballocations, considering RTA Board approval on May 21, 2026.

ACTION REQUESTED: Approval

Attachments: [TC\(RTAFormulaFundingMemo\)05-29-2026](#)

5.03 FFY 2027 - 2031 STP-Local Programs Transportation Improvement Program (TIP) plan revisions [26-143](#)

PURPOSE & ACTION: The local Councils of Mayors (councils) and Chicago Department of Transportation (CDOT) conducted STP-Local (STP-L) calls for projects for Federal Fiscal Year (FFY) 2027 - 2031 from October 2025 through December 2025. The resulting programs are presented as a series of twelve TIP plan revisions for committee consideration to recommend approval to the MPO Policy Committee.

ACTION REQUESTED: Approval

Attachments: [FFY 2027-2031 STP-L TIP Plan Revisions Memo](#)

- 5.04 2026 RTP/FFY 2027-2032 TIP Conformity Determination and Regional Capital Projects (RCPs) plan revision.** [26-139](#)
- PURPOSE & ACTION: The 2026 Regional Transportation Plan (RTP) and the FFY 2027-2032 Transportation Improvement Program (TIP) must demonstrate they are fiscally constrained and conformed. This plan revision includes projects recommended as Regional Capital Projects (RCPs) in the draft 2026 RTP. Staff requests the committee's approval to recommend releasing the 2026 RTP (All RCPs) and FFY 2027-2032 TIP (Conformity Determination) plan revision for public comment to the MPO Policy Committee.
- ACTION REQUESTED: Approval
- Attachments:** [Conformity RCP Memo for May TC](#)
- 5.05 Draft Regional Transportation Plan (RTP) for public comment** [26-141](#)
- PURPOSE & ACTION: CMAP is developing the Regional Transportation Plan, which is due in October 2026. The RTP builds on ON TO 2050 and will serve as the long-term transportation policy and investment framework for northeastern Illinois. Staff will present the components of the draft plan, including the socioeconomic forecast, financial plan, regional capital projects, and policy advancements. Staff will seek a recommendation to advance the draft plan to the CMAP Board and MPO Policy Committee to release the plan for the public comment period, anticipated to run from June 12 through July 31.
- ACTION REQUESTED: Approval
- Attachments:** [TC Memo \(Update on the RTP\) 05-29-2026](#)
[NDLSD Attachment 05192026](#)
- 5.06 Draft FFY 2027-2032 Transportation Improvement Program (TIP) for public comment** [26-138](#)
- PURPOSE & ACTION: CMAP staff requests the committee's approval to recommend releasing the draft FFY 2027-2032 Transportation Improvement Program (TIP) for public comment to the MPO Policy Committee.
- ACTION REQUESTED: Approval
- Attachments:** [TIP 27-32 Doc TC Memo 5-22-26](#)
- 6.0 Information items**
- 6.01 Legislative update** [26-142](#)
- PURPOSE & ACTION: An update on recent federal and state legislative activity by the CMAP intergovernmental affairs team.
- ACTION REQUESTED: Information
- Attachments:** [TC Memo \(Legislative Update\) 5-29-2026](#)
- 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 July 31, 2026

10.0 Adjournment



TRANSPORTATION COMMITTEE

MEETING MINUTES - DRAFT

Friday, April 24, 2026

9:30 AM

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

Members of the public who attend in-person can pre-register for a visitor's pass at info@cmap.illinois.gov until April 23 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/84389866389?pwd=4JDSuktSTdQ4ifjClZt01EzpNa1I1S.1>

Conference Call number: 312 626 6799 US (Chicago)

Meeting ID: 843 8986 6389 Passcode: 699709

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1.0 Call to order and introductions

Chair Orbon called the meeting to order at 9:31 a.m. She welcomed new committee member, Gabe Desmond of the Illinois Environmental Protection Agency.

Present: Advocacy (ATA) Representative, CDOT Representative, CMAP 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, Advocacy (MPC) Representative, NIRPC Representative, Pace Representative, RTA Representative, Tollway Representative and Will Co Representative

Absent: Academic Research Representative 1, Academic Research Representative 2, CoM Representative and SEWRPC Representative

Non-Voting: FHWA Representative and FTA Representative

Recognizing a physical quorum, the Transportation Committee approved the remote participation of Advocacy (ATA) Representative Amy Rynell. Approval carried by the following vote:

Aye: CDOT Representative, CMAP 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, Advocacy (MPC) Representative, NIRPC Representative, Pace Representative, RTA Representative, Tollway Representative and Will Co Representative

Absent: Academic Research Representative 1, Academic Research Representative 2, CoM Representative and SEWRPC Representative

Non-Voting: FHWA Representative and FTA Representative

Not Present: Advocacy (ATA) Representative

Tara Orbon served as CDOT Representative, Amy Rynell served as ATA Representative, Mary Nicol served as CDOT Representative, Bill Barnes served as CMAP Representative, Jennifer Henry served as CTA Representative, John Loper served as DuPage Co Representative, Steve Schilke served as IDOT - D1 Representative, Chuck Abraham served as IDOT - OIPI Representative, Megan Swanson served as IDOT - OP&P Representative, Gabe Desmond served as IEPA Representative, Gretchen Klock served as Kendall Co Representative, Mike Klemens served as Lake Co Representative, Scott Hennings served as McHenry Co Representative, Lynnette Ciavarella served as Metra Representative, Audrey Wennink served as MPC Representative, Scott Weber, NIRPC Representative, Erik Llewellyn served as Pace Representative, Heather Mullins served as RTA Representative, Henry Guerriero served as Tollway Representative, Christina Kupkowski served as Will Co Representative, John Paul Diipla served as FHWA Representative, and Mark Kane served as FTA Representative

Staff present: Victoria Barrett, Marielle Brown, Carly Cazzato, Kaitlin Cernak, Dustin Clark, Sean Connelly, Teri Dixon, Kama Dobbs, Phoebe Downey, Alyson Dressman, Doug Ferguson, Elizabeth Ginsberg, Jane Grover, Danielle Hamer, Noah Harris, Kasia Hart, Craig Heither, Mitch Hirst, Hayden Horton, Tricia Hyland, Aimee Lee, Maren Lutterbach, Alexis McAdams, Martin Menninger, Nicholas Merten, Jen Miller, Richard Norwood, Sam Pavlekovsky, Russell Pietrowiak, Krystal Rodriguez, Isaura Velez, Julie Reschke, Charlie Rotering, Milo Shapey, Clarke Shupe-Diggs, Mike Sobzcak, Sarah Stolpe, Ryan Thompto, Tess Wagner, David Wells

Others present: Andria Anderson, Garland Armstrong, Nathan Bean, Brandon Bell, Fabrice Bonvoisin, Madalene Caldwell, Lenny Cannata, Josh Chodor, Gavin Chuck, Hugo Coronado, Rithvika Daren, Cyrus Dowlatshahi, Liz Dunn, Michael Dunst, Melanie Eckner, Clare Fauke, Henry Firth, Daniel Forbush, Michael Fricano, Oisin Galvin, Brandon Geber, Norah Getz, Jibraan Ghani, Brandon Geber, Chloe Groome, Josue Guevara, Heidi Files, Will Haley, Kyle Hance, Neville Hemming, Jennifer Henry, Danielle Hernandez, Chris Hiebert, Ian Horvath, Paul Jacobs, Rochelle Jackson, George Kandathil, Chris Kateyiannis, Eva Koester, David Kovarik, Sunjay Kumar, Jack Landry, Brian Larson, Kyle Lucas, Sean Maher, Micha Makaiwi, Daniel Maziarz, Brittany Matyas, Laura McFadden, Bill McLeod, Dolan McMillan, Samuel Mobley, Ben Nagy, Patricia Nogueira, Boyce Oudersluys, Jada Porter, Leslie Rauer, Cole Rogers, Adam Rolstad, William Rudnick, Todd Schmidt, Nick Schrag, Micheal Sewall, Lara Smetana, Vicky Smith, Ellen Steinke, Daniel Streicher, Joe Surdam, Simone Suri, Lily Swanson, Tracey Swanson, Emma Tamplin, Tasnim Tanveer, Nick Schrag, Christopher Taraszka, Alex Thrush, Matthew Truskowski, Michael Vanderhoof, Evan Velline, Adam Vogel, Adalee Wasiknois, Scott Weber, Michael Weiss, Curtis Witek, Jeffrey Yoshihara

2.0 Agenda changes and announcements

There were no changes to the agenda. Chair Orbon congratulated the CTA on the groundbreaking for the Red Line Extension. CTA Representative Jennifer Henry reported that the Red Line Extension is a 5.5-mile extension from 95th Street to 130th Street and includes four full-accessible stations.

3.0 Approval of minutes

3.01 Minutes from February 27, 2026

[26-104](#)

Attachments: [TC Minutes 2-27-26 - draft](#)

A motion was made by IDOT - OIPI Representative Chuck Abraham, seconded by Will Co Representative Christina Kupkowski, to approve the February 27, 2026 meeting minutes. The motion carried by the following vote:

Aye: Advocacy (ATA) Representative, CDOT Representative, CMAP 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, Advocacy (MPC) Representative, NIRPC Representative, Pace Representative, RTA Representative, Tollway Representative and Will Co Representative

Absent: Academic Research Representative 1, Academic Research Representative 2, CoM Representative and SEWRPC Representative

Non-Voting: FHWA Representative and FTA Representative

4.0 CMAP updates

Regional Policy, and Implementation Deputy and CMAP Representative Bill Barnes welcomed IEPA Representative Gabe Desmond to the Transportation Committee and invited him to introduce himself.

Barnes reported IDOT is preparing for the next cycle of the Illinois Transportation Enhance Program (ITEP), which supports projects that expand travel options and enhance quality of life. IDOT will host

three trainings across the region in May, with more information available on its website.

CMAP has completed Phase One of the My Daily Travel household survey, and a data subset is now available on the Data Portal. The survey gathers information on how residents across northeastern Illinois travel and helps to inform CMAP's regional travel modeling and planning efforts. Additional data collection will resume in the fall and continue through 2027.

CMAP has finalized the Transportation Resilience Improvement Plan (TRIP), which identifies vulnerabilities in the regional transportation system and recommends strategies to improve resilience to extreme weather and climate change. The plan includes two categories of resilience strategies for decision-making and identifies 64 priority projects submitted by agencies and evaluated by CMAP. The plan has been submitted to the FHWA for determination that it meets PROTECT program requirements. CMAP will contact project sponsors to discuss next steps following FHWA's determination.

CMAP has published an initial analysis of the governor's proposed FY2027 state budget, highlighting early findings and potential regional impacts. A more detailed analysis will be released later in the budget process.

Barnes also reported on the USDOT's Safe Streets and Roads for All (SS4A) FY2026 funding opportunity and CMAP's national recognition from Gracius' Digital Government for its Safe Travel for All community engagement initiative. In partnership with the RTA, CMAP received 54 applications from 46 applications during the 2026 Technical Call for Projects. Selected projects will be announced in early July.

CMAP continues to engage with regional stakeholders on The Century Plan, focusing on building capacity, organizing for impact, and planning for a stronger future. Three Catalyst series sessions have been held on housing, land use and industrial development, and adoption of the Climate Action Plan. CMAP is also meeting with regional councils of governments to collaborate with local elected officials. Adoption of The Century Plan by the MPO Policy Committee and CMAP Board is targeted for fall 2027.

CMAP is currently accepting applications for the 2026 Future Leaders in Planning (FLIP) summer program. Applications are due May 1 and can be submitted through CMAP's website.

5.0 Items for approval

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

[26-106](#)

Attachments: [TC Memo \(TIP Amend 26-05\)](#)
[26-05 Formal Amendment Report](#)
[26-05.1 and 26-05.2 Administrative Amendment Report](#)

Russell Pietrowiak, Program Lead Analyst, presented FFY 2023-20285 Transportation Improvement Program (TIP) formal revision 26-05 and administrative revisions 26-05.1 and 26-05.2. There are 90 formal amendments for the committee's consideration. Additionally, 267 administrative amendments were submitted, reviewed, and accepted by staff.

The formal amendments resulted in an increase of \$376.7 million in total project costs for all prior, current, and future years. Highlights include the City of Chicago adding \$130 million in federal, state, and local funds to the TIP to replace four bridges over the Calumet River, Pace adding \$39.78 million in FTA awarded funding to the TIP for the purchase of new hybrid buses, and IDOT adding \$31.5 million to the TIP for a a multi-faceted project in the south suburbs on IL 83 for resurfacing, modernizing traffic signals, ADA improvements, and bridge repairs.

Administrative amendments resulted in an increase of \$52.9 million in total project costs for all prior, current, and future years. The net change from both formal and administrative changes resulted in \$429.6 million being added to the TIP in prior, current, and future years. The TIP remains fiscally constrained and staff requests approval of formal TIP amendment 26-05.

Questions arose regarding the bike facilities on the 92nd Street Calumet bridge and the bicycle connectivity on Douglas Road. CDOT Representative Mary Nicol and Kendall Co Representative Gretchen Klock will follow up on these projects.

A motion was made by Tollway Representative Henry Guerriero, seconded by DuPage Co Representative John Loper, to approve TIP formal amendment 26-05. The motion carried by the following vote:

Aye: Advocacy (ATA) Representative, CDOT Representative, CMAP 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, Advocacy (MPC) Representative, NIRPC Representative, Pace Representative, RTA Representative, Tollway Representative and Will Co Representative

Absent: Academic Research Representative 1, Academic Research Representative 2, CoM Representative and SEWRPC Representative

Non-Voting: FHWA Representative and FTA Representative

6.0 Information items

6.01 Regional Transportation Plan (RTP) update

[26-105](#)

Attachments: [TC Memo \(Update on the RTP\) 04-24-2026](#)

Julie Reschke, senior analyst, Elizabeth Ginsberg, senior analyst, Danielle Hamer, analyst, and Nikolas Merten, analyst, provided an update on the Regional Transportation Plan (RTP).

Reschke reported that staff are nearing the end of the RTP development process. A draft RTP will be presented to the Transportation Committee for consideration at its May meeting. Following that, the draft will then go to the CMAP Board and MPO Policy Committee for a vote to begin the public comment period. Final adoption of the RTP is anticipated in the fall.

Ginsberg presented the financial plan risk assessment. Staff evaluated revenue forecasts to provide a balanced fiscal constraint totaling \$573 billion, using baseline and reasonably expected revenues. The risk assessment process requires identifying potential risks, prioritizing them, conducting sensitivity analysis, and developing mitigation strategies. Staff identified 16 major risks - eight associated with lower revenues and eight associated with higher costs.

Hamer explained that risks were modeled through sensitivity tests and multi-risk scenarios. High-impact risks include declining federal and state funds, economic recessions, increased weather-related volatility and associated maintenance needs, and pavement deterioration caused by heavy vehicles.

The sensitivity test was applied to two multi-risk scenarios. In Scenario 1, staff modeled a return to pre-IIJA transportation funding levels, a 25% reduction in competitive funds, and a 5% increase in operating costs. This resulted in operating inefficiencies and project delays, demonstrating the region's dependence on stable external funding and efficient internal operations.

In Scenario 2, staff focused on major drivers of expenditure growth. They modeled a 5% increase in operating costs, a 1-year delay for all Regional Capital Projects, and a "high" inflation, financial scenario. The results indicated that persistent growth could constrain project scales and worsen delivery inefficiencies, highlighting limitations within the current risk assessment approach.

Hamer reviewed the range of potential impacts of the sensitivity tests related to higher costs and lost revenues. She presented eight strategy recommendations, including building regional consensus to improve preparedness for federal funding opportunities, streamlining project delivery, prioritizing maintenance and preservation, and pursuing additional state and regional funding sources.

Merten discussed efforts to advance a road usage charge (RUC) in Illinois. In December 2025, CMAP released a RUC white paper developed through the RTP process, building on the recommendations from ON TO 2050 and the PART plans. Merten also provided a brief history of roadway user fees.

He noted that the motor fuel tax (MFT) is the primary roadway user fee in Illinois and is projected to generate \$1.478 billion for northeastern Illinois across local governments, IDOT projects, and the RTA Capital Fund. However, the state MFT faces long-term challenges due to improved fuel efficiency, the adoption of electric vehicles, and shifting travel patterns. Federal and state MFT revenues are failing to keep pace with transportation costs, and the state's near-term fixes through Rebuild Illinois do not address long-term funding challenges.

CMAP proposes implementing a road usage charge (RUC), a tax based on miles traveled, to address the long-term sustainability challenges of the MFT. RUC systems can use odometer readings, smartphone applications, or a plug-in devices to record usage. The RUC is intended to be a fairer, more stable funding mechanism.

Merten reported that many states have piloted RUC programs, evaluating interoperability between states, public education and acceptance of RUC, administrative cost, impacts on passenger vehicles and commercial trucks, applicability on public versus private roads, geographic differences in tax impacts, and technologies for tracking and reporting road use.

CMAP recommends that the state conduct a RUC feasibility study, explore public preferences for system design, and identify opportunities for innovation.

Discussion followed regarding whether legislative authority is required to initiate a study, the equity implications for electric vehicle users, and whether a RUC would replace the existing MFT.

The Regional Transportation Plan update was discussed.

6.02 Comprehensive Climate Action Plan (CAP) update

[26-108](#)

Attachments: [TC Memo \(Update on the CCAP\) 04-24-2026](#)

Mitch Hirst, analyst, and Noah Harris, analyst, provided an update on the Comprehensive Climate Action Plan (CAP).

Hirst explained that he served as the modeling lead CAP. The project, funded in part by the US EPA, was a collaboration between CMAP, the Metropolitan Mayors Caucus, and the Northwestern Indiana Regional Planning Commission (NIRPC). It was a 20-month process beginning in May 2024, and the final plan was released in March 2026.

Hirst reported that the CAP outlines a strategy to reduce emissions and air pollution across the greater Chicago region. The region produces approximately 152 million metric tons of carbon dioxide equivalent (CO₂e) annually primarily from industry, buildings, and transportation. Smaller contributions come from waste, agriculture, and water systems. Wetlands and forests capture 2% of emissions through carbon sequestration. A geographical analysis shows that while Cook County in Illinois produces the most emissions, Porter and Lake Counties in Indiana have the highest emissions per capita.

Hirst noted that the CAP identifies three greenhouse gas (GHG) emissions scenarios. The current policy scenario projects future emissions under existing state and federal policies. The plan implementation scenario and the state and local portion of the plan implementation scenario reflect estimated GHG reductions under different levels of policy ambition and coordination.

(Will County Representative Christina Kupkowski left the meeting at 10:50 a.m.)

The region has reduced emissions by 20% between 2005 and 2020, but the long-term goal is an 85% reduction of gross emissions by 2050, consistent with the ON TO 2050 plan. Achieving this will require full plan implementation. This scenario builds on existing policies and programs and incorporates benchmarks from state and national models. Hirst emphasized that action would be required across all levels of government, including renewed and expanded federal policies that support major economic and technological transitions. Even without new federal policies, the state and local governments can independently achieve a 58% reduction by 2050, demonstrating their significant influence on emission outcomes.

Harris reported that the transportation sector would need to achieve a 91% reduction in CO₂e by 2050 if it followed the current policy scenario. Under the state and local implementation scenario, the sector would need a 64% reduction. Harris highlighted two of the six core actions in the plan: reimagining mobility and electrifying vehicles.

Hirst also described ongoing work related to the plan, including development of the 2025 Regional Greenhouse Gas Inventory, the CAP status report, the Energy to Communities project with ComEd, Respiratory Health Association and Argonne and Oak Ridge national laboratories.

Discussion followed on vehicle miles traveled (VMT) reduction targets, the relationship between the CAP and other CMAP planning efforts, and the potential alignment between the ComEd plan and the

CAP.

The Comprehensive Climate Action Plan (CAP) update was discussed.

7.0 Other Business

IDOT - OIPI Representative reported that he will be stepping down from the Transportation Committee and will be replaced by Patricia Nogueira. IDOT - OP&P Representative Megan Swans reported that she is moving back to the Bureau of Research and that Brandon Geber will serve as the interim replacement.

CDOT Representative Mary Nicol reported on the City's EV strategy, noting that the city released a request for proposal (RFP) for a vendor that will operate and maintain an EV curbside charging pilot.

8.0 Public Comment

In Person Comments

Clare Fauke, Tasnim Tanveer, Nick Schrag, Chris Kateyiannis, and Ellen Steinke spoke in opposition of the North DuSable Lake Shore Drive project as proposed in the Regional Transportation Plan. They raised concerns about speeding vehicles, congestion, noise pollution, and emissions, and safety of public access to nearby public spaces.

They also noted that no new information has been provided by IDOT since 2024. Residents expressed a desire for updates on whether any changes to the plan are being considered, particularly as projects costs in the Regional Capital Plan continue to rise.

Additionally, it was highlighted that North DuSable Lake Shore Drive is one of many roads nationwide identified as an arterial highway that cuts through natural areas, contributing to increased noise pollution and reduced public access to those spaces.

A motion was made by IDOT - OP&P Representative Megan Swanson, seconded by CMAP Representative Bill Barnes, to extend the Public Comment period an additional 15 minutes. The motion carried by the following vote:

Aye: Advocacy (ATA) Representative, CDOT Representative, CMAP 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, Advocacy (MPC) Representative, NIRPC Representative, Pace Representative, RTA Representative and Tollway Representative

Absent: Academic Research Representative 1, Academic Research Representative 2, CoM Representative and SEWRPC Representative

Non-Voting: FHWA Representative and FTA Representative

Not Present: Will Co Representative

In Person Comments continued

Jibraan Ghani, Maddie Caldwell, Kyle Lucas, and Boyce Oudersluys expressed opposition to the current version of the Redefine the Drive/North DuSable Lake Shore Drive Project. They noted that the existing noise pollution already makes the lake shore and beaches difficult to enjoy, and they

believe the project would worsen the problem. They stated that cars are an outdated transit option and emphasized the need for transportation solutions that reduce congestion. The committee was encouraged to look at other cities for transit solutions, including Paris, for innovative transit solutions. They also pointed out that the project does not align with CMAP's Climate Action Plan and asked IDOT to work with residents to develop a plan that benefits Chicagoans.

Dr. Chloe Groom commented on the Climate Action Plan. She highlighted supply chain limitations related to rare earth metals, particularly the magnets used in electric vehicles. She suggested that the plan place a greater focus on land use, noting that Chicago residents produce fewer emissions than suburban residents.

A motion was made by McHenry Co Representative Scott Hennings, seconded by CDOT Representative Mary Nicol, to extend Public Comment an additional 15 minutes and limiting each person's comment to one minute. The motion carried by the following vote:

Aye: Advocacy (ATA) Representative, CDOT Representative, CMAP 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, Advocacy (MPC) Representative, NIRPC Representative, Pace Representative, RTA Representative and Tollway Representative

Absent: Academic Research Representative 1, Academic Research Representative 2, CoM Representative and SEWRPC Representative

Non-Voting: FHWA Representative and FTA Representative

Not Present: Will Co Representative

Virtual Attendee Comment

Lara Semtana and Seth Winnin expressed opposition to the Redefine the Drive/North DuSable Lake Shore Drive project. They stated that the project contradicts CMAP's findings that widening lanes and adding capacity would induce more car traffic, and that it does not align with CMAP's guidance on reducing speeds to improve safety.

Garland Armstrong asked for clarification on the scope of Redefine the Drive/North DuSable Lake Shore Drive and also inquired about the timing of Metra's signal-crossing work.

Ian Horvath, Nathan Bean, Cole Rogers, Dr. Luke Leisman, and Josue Guevara also expressed opposition to the Redefine the Drive/North DuSable Lake Shore Drive project. They requested a more pedestrian- and bike-friendly alternative that works for all users and asked that the current proposal be rejected until a new and bold design is developed.

Henry Firth commented on CMAP's travel demand model, noting that it relies on problematic assumptions about vehicle costs and perceived disutility. He recommended that the model be updated using current information.

Kalen Luciano, Garin Chuck, and Brandon Bell also voiced opposition to the Redefine the Drive/North DuSable Lake Shore Drive Project. They raised concerns about the existing number of traffic crashes along the corridor and the potential for increased crashes if the project moves forward. They also

highlighted that access to the lake front is currently not very accessible.

A motion was made by IDOT - OP&P Representative Megan Swanson, seconded by CDOT Representative Mary Nicol, to extend the Public Comment period by an additional 15 minutes. The motion carried by the following vote:

Aye: Advocacy (ATA) Representative, CDOT Representative, CMAP 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, Advocacy (MPC) Representative, NIRPC Representative, Pace Representative, RTA Representative and Tollway Representative

Absent: Academic Research Representative 1, Academic Research Representative 2, CoM Representative and SEWRPC Representative

Non-Voting: FHWA Representative and FTA Representative

Not Present: Will Co Representative

Virtual Attendee Comment

Norah Getz, Sunjay Kumar, Simone Suri, Adam Vogel, Neville Hemming, Matthew Truskowski, and Daniel Streicher expressed opposition to the Redefine the Drive/North DuSable Lake Shore Drive project. They noted that members of the Illinois General Assembly, as well as alderman representing the area, have also voiced their opposition. They requested that Lake Shore Drive be redesigned as a boulevard that prioritizes pedestrian and bike travel over vehicular traffic. They emphasized that many of the residents in the area do not own cars yet are subjected to ongoing congestion, noise, and environmental pollution.

Written Attendee Comment

Chair Orbon reported that 281 written comments regarding the Redefine the drive/North DuSable Lake Shore Drive, as it relates to the Regional Transportation Plan, had been received as of the 9:30 a.m. deadline of Thursday, April 23. These comments will be documented and included in the meeting minutes.

Due to the lateness of the meeting, Vice-Chair Hennings read a written statement that was provided by several members of the public in substantially similar form.

The public comment period was closed.

The agenda item was approved.

8.1 Written public comment

[26-140](#)

Attachments: [4.17.26 Comments](#)
[4.18.26 Comments](#)
[4.19.26 Comments](#)
[4.20.26 Comments](#)
[4.21.26 Comments](#)
[4.22.26 Comments](#)
[4.23.26 Comments](#)

9.0 Next Meeting

The next meeting is scheduled for May 29, 2026.

10.0 Adjournment

A motion was made by Kane Co Representative Gretchen Klock, seconded by Tollway Representative Henry Guerrero, to adjourn the meeting. The motion carried by the following vote:

Aye: Advocacy (ATA) Representative, CDOT Representative, CMAP 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, Advocacy (MPC) Representative, NIRPC Representative, Pace Representative, RTA Representative and Tollway Representative

Absent: Academic Research Representative 1, Academic Research Representative 2, CoM Representative and SEWRPC Representative

Non-Voting: FHWA Representative and FTA Representative

Not Present: Will Co Representative

The meeting was adjourned at 12:22 p.m.

Minutes prepared by Blanca Vela-Schneider

MEMORANDUM

To: CMAP Transportation Committee

From: Russell Pietrowiak, Program Lead

Date: May 22, 2026

Subject: Transportation Improvement Program (TIP) amendments

Action Requested: Approval of Formal TIP Amendment 26-06

Since the committee's last meeting, project programmers submitted 34 formal amendments for Transportation Committee consideration. Additionally, 102 administrative amendments were submitted, reviewed, and accepted by staff. Summary information is presented below. An interactive list of projects for each amendment is available on the [Plan Revisions tab](#) of the [eTIP public website](#) and reports detailing individual project changes are linked in the agenda. Committee approval of [Formal Amendment 26-06](#) is requested.

Formal Amendment 26-06

Formal Amendment 26-06 includes 34 projects that have been submitted for Transportation Committee approval. Projects with cost changes above the administrative thresholds (12) reduced total cost by \$6.8M while increasing federal participation by \$41.6M. New projects (14) added \$45.4M in total cost and \$31.7M in federal participation. Projects (8) with phases moving into or out of active TIP years (FFY 2026-30) added \$32.7M in total cost and \$8.6M in federal participation. The overall change in total project cost within all prior, current, and future years from this amendment is the addition of \$71.3M in total cost, and \$81.8M in federal participation, as shown in the table below.

Type of change	# of projects	Change in total cost	Total cost after changes	Change in federal cost	Federal cost after changes
Cost change	12	-\$6.8	\$3,687.5	\$41.6	\$4,803.5
New Project	14	\$45.4	\$0.0	\$31.7	\$9.2
Phase(s) moved in/out of TIP years	8	\$32.7	\$99.7	\$8.6	\$135.5
Grand Total	34	\$71.3	\$3,787.2	\$81.8	\$4,948.2

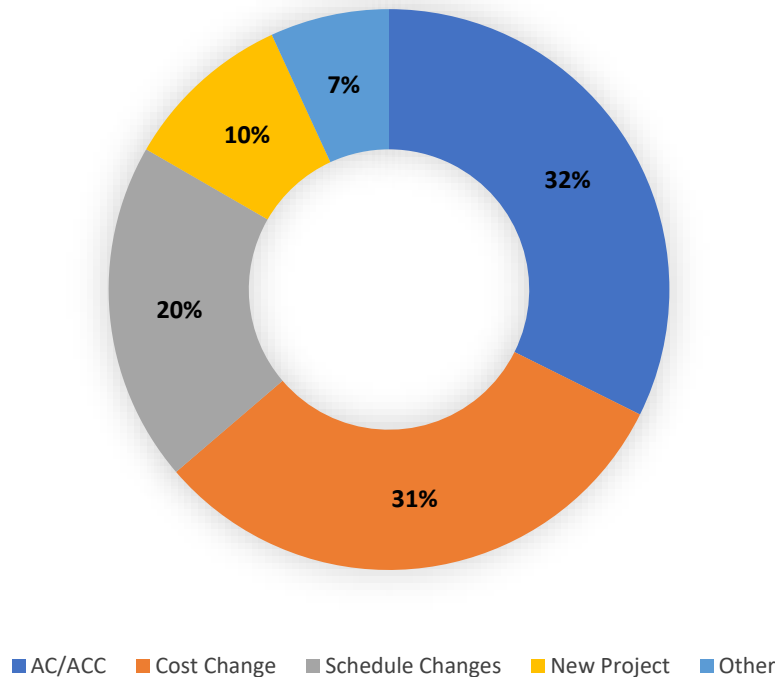
All costs in \$ millions

Administrative Amendments 26-06.1 and 26-06.2

A total of 102 administrative changes were submitted, reviewed, and accepted by staff on amendments 26-06.1 and 26-06.2. Administrative changes 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 formal amendment thresholds, changes to project schedules within the years of the TIP (FFY 2026-30), 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.

26-06.1 & 26-06.2 Administrative Amendments - Type of Changes



Administrative changes made with phases going into (21) or converted from (11) advance construction added \$8.5M in total cost and \$4.5M in federal participation. Cost changes below administrative thresholds (32) added \$4.5M in total cost and \$1.2M in federal participation. New projects (10) added \$42.4M in total cost, of which \$40.3M is anticipated to be federal participation. Schedule (20) and other (7) changes, such as the addition of project IDs or clarification of project descriptions, were made with no impact to programmed funding. The overall result of the administrative changes was an increase of \$55.4M in total cost and an increase of \$46M in federal participation.

Total cost includes all fund sources and all project phases in prior, current, and future years. Federal participation includes only federal fund sources for all project phases in prior, current, and future years. The type of change, number of projects affected, total project cost, and federal participation information is shown in the table below.

Type of change	# of projects	Change in total cost	Total cost after changes	Change in federal cost	Federal cost after changes
Cost change	32	\$4.5	\$2,832.0	\$1.2	\$1,888.1
New Project	10	\$42.4	\$42.4	\$40.3	\$40.3
Other	7	\$0.0	\$383.6	\$0.0	\$357.1
Phase(s) converted from AC	11	\$2.6	\$329.9	-\$0.7	\$246.1
Phase(s) placed in AC	22	\$5.9	\$482.6	\$5.3	\$336.1
Schedule change	20	\$0.0	\$507.9	\$0.0	\$339.7
Grand Total	102	\$55.4	\$4,578.3	\$46.0	\$3,207.4

All costs in \$ millions

MEMORANDUM

To: Transportation Committee

From: CMAP Staff

Date: May 22, 2026

Subject: FFY 2026 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 March 31, 2026, full FFY 2026 urbanized area apportionments for these funds were published by the Federal Transit Administration. Per the negotiated agreements and federal requirements, the 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. The RTA Board approved the allocations on May 21, 2026.

Table 1 - FFY 2026 Allocation between Illinois/Indiana and Illinois/Wisconsin

Region	Total	Illinois	Indiana	Wisconsin
Chicago, Illinois/Indiana Urbanized Area	\$800,260,402	\$764,869,339	\$35,391,063	\$0
Round Lake Beach, McHenry, Grayslake Urbanized Area	\$17,879,485	\$17,746,848	\$0	\$132,637
Total	\$818,139,887	\$782,616,187	\$35,391,063	\$132,637

Table 2 - FFY 2026 Service Board Marks

Region	Total	CTA	Metra	Pace
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Chicago, Illinois/Indiana Urbanized Area	\$754,510,859	\$460,855,611	\$236,077,707	\$57,577,541
Round Lake Beach, McHenry, Grayslake Urbanized Area	\$17,441,589	\$0	\$17,122,696	\$318,893
Total	\$771,952,448	\$460,855,611	\$253,200,403	\$57,896,434

The Transportation Committee is asked to recommend endorsement of the suballocations to the MPO Policy Committee.



MEMORANDUM

To: CMAP Transportation Committee

From: Jon Haadsma, TIP Analyst

Date: May 22, 2026

Subject: FFY 2027 – 2031 STP-Local Programs Transportation Improvement Program (TIP) Plan Revisions

Action Requested: Approval

Purpose

The local Councils of Mayors (councils) and Chicago Department of Transportation (CDOT) conducted STP-Local (STP-L) calls for projects for Federal Fiscal Year (FFY) 2027 – 2031 from October 2025 through December 2025. The resulting programs are presented as a series of twelve TIP plan revisions for committee consideration to recommend approval to the MPO Policy Committee. This memo provides a summary and highlights of the programs. The amendments are listed below with links to each eTIP amendment report.

- | | |
|---|--|
| CDOT 27-31 STP-L | South 27-31 STP-L |
| North Shore 27-31 STP-L | DuPage 27-31 STP-L |
| Northwest 27-31 STP-L | Kane/Kendall 27-31 STP-L |
| North Central 27-31 STP-L | Lake 27-31 STP-L |
| Central 27-31 STP-L | McHenry 27-31 STP-L |
| Southwest 27-31 STP-L | Will 27-31 STP-L |

Within the amendment reports are the financial and scope details for each project. The 12 plan revisions are a part of the 2027-2031 Plan Cycle, reflecting the start of the programs on October 1, 2026.

In total, the eleven councils and CDOT have submitted 296 projects for consideration. The STP-L funding proposed for these projects totals nearly \$885 million over FFYs 2027 – 2031. The total cost of the 296 projects, including other fund sources and funds programmed in past and future years, is over \$3.2 billion.

Council	Number of projects	FFY 2027	FFY 2028	FFY 2029	FFY 2030	FFY 2031	Total STP-L
CDOT	12	78.00	79.25	80.52	80.52	80.52	398.81
Central	16	2.96	3.16	3.18	3.64	3.22	16.17
DuPage	43	18.33	18.46	18.90	18.93	18.95	93.57
Kane/Kendall	48	11.88	12.40	12.02	12.94	12.94	62.17
Lake	18	11.32	11.50	11.69	11.69	11.69	57.88
McHenry	23	5.31	4.89	5.20	5.46	5.48	26.34
North Central	20	5.03	3.79	5.40	5.50	5.50	25.22
North Shore	15	5.98	5.79	5.50	6.01	6.14	29.41
Northwest	24	12.90	13.11	13.31	13.31	13.31	65.95
South*	8	10.28	*	*	*	*	10.28
Southwest	44	8.86	9.25	8.94	9.14	8.99	45.18
Will	25	10.68	10.85	10.99	10.85	10.63	53.99
Total	296	181.52	172.45	175.64	177.98	177.37	884.96

Table 1. STP-L funding programmed by council, in millions of dollars

**The South Council of Mayors’ program was not available for inclusion in the TIP. To help ensure local implementers avoid any project delays, CMAP staff identified projects programmed in FFY 2027 and completed necessary TIP entries. The full FFY 2027-2031 South Council STP-L program will be brought forward for approval following adoption of the FFY 2027-2032 TIP this fall.*

More than half (199) of the STP-L projects are continuing from the prior FFY 2025 – 2029 local programs, many with additional STP-L funding or changes to their schedules, and 97 projects are completely new projects or projects not previously programmed to use STP-L funding. These new STP-L projects are adding nearly \$229.1 million in STP-L funding to FFYs 2027 – 2031. Some highlights of the new projects being added include:

- 98.5% of the funding programmed is for construction and construction engineering.
- The majority of the projects (73%) and funding (64%) are primarily focused on roadway maintenance and modernization. Nearly all of these projects include improvements to bicycle, pedestrian, and ADA infrastructure.
- There are 27 bicycle and pedestrian specific projects, which total 3% of the programmed funding.
- There are 7 bridge repair, rehab, or replacement projects that account for 22.1% of programmed funding.
- There are 137 unique project sponsors.

The programs of projects included in the 12 TIP plan revisions represent the priorities of the subregional councils and CDOT and will contribute to meeting federal performance targets set by this region and the implementation of ON TO 2050. Therefore, staff requests that the Transportation Committee recommend approval of these TIP amendments to the MPO Policy Committee.



MEMORANDUM

To: Transportation Committee

From: Russell Pietrowiak, Program Lead

Date: May 22, 2026

Subject: 2026 RTP/FFY 2027-2032 TIP Conformity Determination and Regional Capital Projects (RCPs) Plan Revision

Action Requested: Approval

Purpose

Staff requests the committee's approval to recommend releasing the 2026 RTP (All RCPs) and FFY 27-32 TIP (Conformity Determination) plan revision for public comment to the MPO Policy Committee.

Transportation Conformity

Transportation Conformity is a requirement of the Clean Air Act section 176(c). Federal regulations contained in [40 CFR Part 93, Subpart A § 93.104](#) state that:

- (1) Each new transportation plan must be demonstrated to conform before the transportation plan is approved by the MPO or accepted by DOT.
- (2) All transportation plan amendments must be found to conform before the transportation plan amendments are approved by the MPO or accepted by DOT, unless the amendment merely adds or deletes exempt projects listed in §93.126 or §93.127. The conformity determination must be based on the transportation plan and the amendment taken as a whole.

The 2026 Regional Transportation Plan (RTP) and the FFY 2027-2032 Transportation Improvement Program (TIP) are required to have a conformity determination that is approved by the MPO Policy Committee. The 2026 RTP (All RCPs) and FFY 27-32 TIP (Conformity Determination) Plan Revision and this memo provides the information and support for a conformity determination.

2026 RTP (All RCPs) and FFY 27-32 TIP (Conformity Determination) Plan Revision

The 2026 Regional Transportation Plan (RTP) and the FFY 2027-2032 Transportation Improvement Program (TIP) must demonstrate they are fiscally constrained and conformed. This Plan Revision includes projects recommended as [Regional Capital Projects](#) in the draft 2026 RTP. There are 100 recommended RCPs included on this Plan Revision, 78 of which are not exempt from transportation conformity requirements and 22 that are exempt. There are also 4 projects included on this plan revision that had a conformity-related TIP change as shown in Table 1.

Table 1. Summary of projects included in plan revision

Type of project	# of projects
Total RCPs	100
RCPs that are not exempt from conformity	22
RCP's that are exempt from conformity	78
Non-RCP's included in Plan Revision	4
Total Projects included in Plan Revision	104

The 104 projects contained on this plan revision are not addressing just one issue or making one improvement but are addressing a multitude of issues and have complex scopes of work. What is shown in Table 2 is the primary improvement type associated with each project.

Table 2: Primary improvement type of projects included in the plan revision

Primary improvement type	# of Projects
Reconstruction/Resurfacing	11
Adding Travel Lanes	41
Interchange Improvements	8
Transit Modernization	6
Transit Capacity Increase	11
BRT and or Bus Priority Corridor	17
Intersection Improvements	4
New Train Station	4
Grade Separation	1
New Interstate	1
Total	104

CMAP's [eTIP public website](#) displays information about projects on the plan revision. Projects submitted and analyzed as part of this plan revision can also be viewed on the public website under PLAN REVISIONS, by clicking on plan revision [CMAP/TIP 2027-2031/ 2026 RTP \(All RCPs\) and FFY 27-32 TIP \(Conformity Determination\) Plan Revision](#)

Emissions modeling

All 78 RCPs that are not exempt from transportation conformity requirements and the 4 projects in the TIP that submitted conformity TIP revisions were included in CMAP's emissions modeling process. The regional travel demand model was updated to reflect updates to the

modeling process and changes related to the 2026 RTP, such as a revised socioeconomic forecast. The travel demand model results, including vehicle miles traveled (VMT) by vehicle class, speed, time of day, and facility type were entered into the 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). A revision to the SIP was approved in the Federal Register on May 14, 2026 (91 FR 27207) that included a revised Motor Vehicle Emissions budget (MVEB) for VOC and NO_x that CMAP needs to demonstrate conformity. Using MOVES4, CMAP modeled on-road emission estimates for ozone precursors VOC and NO_x in each analysis year that is required.

The emission analysis shown in the table below demonstrates that 2026 RTP and the FFY 2027-2032 TIP conform to the Motor Vehicle Emissions Budget for volatile organic compounds (VOC) and nitrogen oxides (NO_x) as required. The conformity modeling process CMAP used, and the emission results were discussed at an interagency consultation meeting on May 18, 2026, where support for CMAP’s process was given.

A public comment period for the 2026 RTP (All RCPs) and FFY 27-32 TIP (Conformity Determination) plan revision and this conformity determination will run concurrently with the draft 2026 RTP and draft FFY 2027-2032 TIP comment period from June 15 to July 31, 2026. Final consideration of these items is anticipated in October 2026.

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

Year	Volatile Organic Compounds		Nitrogen Oxides	
	Northeastern Illinois	SIP Budget	Northeastern Illinois	SIP Budget
2026	51.53	52.47	111.35	165.78
2030	44.13	52.47	68.15	165.78
2035	37.94	52.47	43.01	165.78
2040	32.98	52.47	34.60	165.78
2050	26.44	52.47	30.74	165.78

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 May 2026



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

MEMORANDUM

To: Transportation Committee

From: CMAP Staff

Date: May 22, 2026

Subject: Draft Regional Transportation Plan (RTP) for public comment

Action Requested: Approval

Background

Federal law requires CMAP, as the designated metropolitan planning organization for northeastern Illinois, to develop and periodically update a long-range regional transportation plan. The 2026 RTP is the region's transportation policy and investment framework for the next 20 years. It is one of the first plans developed under CMAP's transition to a family of plans approach to comprehensive planning, in which a long-term regional vision guides a series of topic-specific planning efforts. The Century Plan, scheduled for adoption in 2027, will serve as that overarching vision and inform future RTP cycles. In the meantime, ON TO 2050 continues to serve as the policy foundation for the 2026 RTP.

Development of the 2026 RTP involved multi-year engagement with transportation agencies, local governments, community organizations, and residents across the seven-county region. The Transportation Committee, CMAP Board, and MPO Policy Committee provided direction and oversight throughout. Resource groups covering congestion management, regional capital projects, and financial planning contributed technical expertise at key stages. Other advisory groups — including the Community Alliance for Regional Equity, Future Leaders in Planning, and the Regional Mobility Council — ensured that community perspectives informed the planning process. Nearly 1,800 residents participated in a public questionnaire, and public comment received in recent months has been extensive.

About the Draft Plan

The draft 2026 RTP elevates five transportation goal areas and identifies priority investments to advance them. A brief summary of each goal area follows.

- **Connections:** The plan examines travel reliability, multimodal choice, and accessibility across the region. It identifies strategies to address congestion, expand transit and

active transportation, and ensure the system is accessible to all residents, including people with disabilities and older adults.

- **Safety:** The plan confronts a roadway safety crisis that peaked at more than 700 traffic deaths in 2021. It calls for a regional Safe System Approach framework, context-appropriate speed management, protective infrastructure, and prioritized investment in corridors and communities where risk is greatest.
- **Climate and environment:** The plan addresses transportation emissions, air quality, and the resilience of transportation infrastructure to flooding and extreme heat. It calls for progress on emissions-reduction targets and investments to mitigate the effects of extreme weather on the regional transportation system.
- **Economy:** The plan examines how transportation supports workforce access, freight movement, and inclusive economic growth. It recommends aligning transportation investment with land use decisions to strengthen economic centers and multimodal connections across the region and addresses intercity bus and passenger rail as regional economic assets.
- **Governing, funding, and preserving the system:** The plan documents the region's infrastructure maintenance backlog, the gap between revenues and costs, and the coordination needed to address both. It identifies specific revenue mechanisms — including expanded tolling, a road usage charge, sales tax modernization, and more — and calls for more coordinated, performance-based investment decision-making.

To implement this transportation vision, the 2026 RTP elevates 15 priority investments, which were identified through a rigorous, performance-based evaluation process. These priorities include the projects and programs that most substantially advance regional goals. Beyond this list, all fiscally constrained regional capital projects remain eligible for federal funding.

To explore this information in greater detail, the draft RTP and accompanying set of appendices are included below:

- [2026 Regional Transportation Plan](#)
- [Plan de Transporte Regional de 2026](#)
- [Appendix A: Administrative Policies and Procedures](#)
- [Appendix B: Air Quality Conformity Documentation](#)
- [Appendix C: Financial Plan for Transportation](#)
- [Appendix D: Public and Stakeholder Engagement](#)
- [Appendix E: Regional Capital Projects Benefits Report](#)
- [Appendix F: Socioeconomic Forecast](#)
- [Appendix G: System Performance Report](#)
- [Appendix H: Transportation System Inventory](#)
- [Appendix I: Travel Demand Model Documentation](#)

Federal Nondiscrimination Requirements

Federal law, including Title VI of the Civil Rights Act of 1964 and related statutes, prohibits discrimination on the basis of race, color, national origin, sex, age, and disability in programs and activities receiving federal financial assistance. As a recipient of federal transportation planning funds, CMAP is required to conduct planning activities in a nondiscriminatory manner and to assess whether the benefits and burdens of regional transportation investments are

consistent with these requirements. In developing the 2026 RTP, CMAP conducted a nondiscrimination analysis examining the distribution of plan investments across the region's population, with particular attention to minority and low-income populations, persons with limited English proficiency, people with disabilities, and people age 65 and older.

To assess nondiscrimination, the activity-based model was used to measure access to colleges and universities, grocery stores, trauma centers, and jobs within varying time thresholds by both auto and transit. The analysis compared levels of access to these key destinations in the 2026 base year compared to the 2050 plan build-out year and found that the plan's investments are distributed across the region in a manner that does not discriminate against any of the assessed populations.

CMAP's public engagement process was designed to reach a broad cross-section of the region's residents, including those with limited English proficiency, through a public questionnaire, translated materials, partnership with local organizations, and in-person outreach in a wide range of communities throughout the region.

Public Comment and Public Hearing

The public comment period will provide residents, organizations, municipalities, and agencies across northeastern Illinois the opportunity to review and comment on the draft plan. Once the plan is released, feedback can be submitted through a form at cmap.is/rtp, by emailing rtp@cmap.illinois.gov, or by calling, mailing, or visiting the CMAP office. The comment period is anticipated to run from June 12 through July 31.

Federal regulations require CMAP to hold a public hearing on the draft RTP during the comment period. The public hearing is scheduled to be held at the Old Post Office (433 West Van Buren Street, Suite 450, Chicago) from 3:00 to 4:30 p.m. on Thursday, August 6. Members of the public are invited to attend and provide comments on the draft plan. Please [register](#) in advance.

All comments received — whether submitted in writing, by phone, at the public hearing, or through other channels — will be reviewed and considered before the plan is finalized and presented to the CMAP Board and MPO Policy Committee for adoption.

Note on the North DuSable Lake Shore Drive Project

The North DuSable Lake Shore Drive improvements project has been the subject of significant public comment throughout the RTP development process. A separate attachment to this memo summarizes the public comment received and explains the basis for the project remaining on the fiscally constrained list and priority investment list in the draft plan.

Attachment: North DuSable Lake Shore Drive Improvements

Attachment A

North DuSable Lake Shore Drive Improvements: Public Comment Summary and Project Status

Overview

This attachment is provided in support of the Transportation Committee's consideration of whether to recommend the draft 2026 Regional Transportation Plan (RTP) for public comment release. It summarizes the public comment received on the North DuSable Lake Shore Drive (NDLSD) improvements project (RCP 12120) and explains CMAP's basis for recommending that the project remain on the fiscally constrained list and priority investment list in the draft plan.

The NDLSD project has been the subject of significant public comment throughout the plan development process. CMAP received testimony at Transportation Committee meetings in person and via Zoom, as well as written comment submitted by email. CMAP is grateful for this engagement and values this kind of community investment in regional transportation decision-making that the cooperative, continuing, and comprehensive planning process is designed to foster.

Summary of Public Comment

For the February 2026 meeting, CMAP received 7 in-person comments, 6 Zoom comments, 706 written public comments by the close of the meeting, and 158 additional written comments submitted afterward (February–April). For the April 2026 meeting, CMAP received 9 in-person comments, 12 Zoom comments, 281 written public comments submitted by the Thursday 9:30 a.m. deadline, and 277 additional written comments after that deadline. All totals reflect counts as of the drafting of this attachment.

The overwhelming majority of comments urge CMAP not to advance the NDLSD project in its current form. Commenters oppose maintaining or expanding the facility as a highway, citing concerns about car-centric infrastructure, noise, air pollution, and constrained access to the lakefront and adjacent park spaces. Many reference House Resolution 438, which passed in the Illinois General Assembly, calling for the NDLSD to be transformed into a true boulevard with substantial transit investment and improved lakefront access. Commenters call for dedicated transit lanes, improved pedestrian and bicycle infrastructure, and stronger connections between lakefront-adjacent communities and the water.

CMAP's Role and Basis for Recommendation

The RTP identifies projects consistent with regional goals and financially constrained within reasonably expected revenues. Inclusion on the constrained list or priority investment is not an endorsement of project design, but a recognition that it is a project worth funding. The RTP does not define a project's scope, select a preferred alternative, predetermine a design outcome, or authorize construction. Those decisions belong to the project sponsors — IDOT and CDOT — and are made through a separate project development process with its own requirements for public involvement, environmental review, and alternatives analysis. What the RTP determines is whether a project is eligible to advance through that process and compete for federal funding.

CMAP recommends the NDLSD project remain on the fiscally constrained list and priority investment list in the draft plan because the analysis demonstrates a significant and

documented need for state of good repair investments. Originally constructed in the 1930s, the NDLS D is overdue for complete reconstruction or major rehabilitation. Removing the project from the constrained list would signify that NDLS D is not an important regional asset and therefore not worth anticipation of long-term financial investment. Its removal would foreclose federal funding eligibility and eliminate the planning leverage needed to advance the project responsibly. It would not advance the RTP's goals related to state of good repair, safety, or multimodal connectivity. The alternatives under consideration — which include transit enhancements, expanded pedestrian and bicycle access, ADA-compliant crossings, and enhanced shoreline protection — reflect a project whose scope and outcome remain open. Keeping the project on the list does not foreclose any of those alternatives.

Project Status and Path Forward

The Illinois Department of Transportation (IDOT) and Chicago Department of Transportation (CDOT) have been conducting an environmental review of the corridor. In 2024, they released a recommended preferred alternative that generated significant public response. Based on that feedback, IDOT and CDOT are revisiting the alternatives analysis using updated modeling data to develop a new recommended preferred alternative. CMAP has confirmed that no preferred alternative has been selected or finalized.

When a new recommended preferred alternative is developed, the public will have additional opportunities to weigh in before any final determination is made. The decisions commenters care most about — how the corridor is configured, what transit and pedestrian treatments are included, and how the facility connects people to the lakefront — will be shaped through that process. CMAP strongly encourages continued engagement at that stage, and the public comment period on the draft plan that this committee is being asked to authorize represents an immediate next opportunity to do so. The goal of retaining the NDLS D project on the constrained and priority investment lists is to ensure the project has the funding eligibility and planning momentum needed to carry that work forward.

MEMORANDUM

To: CMAP Transportation Committee

From: Doug Ferguson, Senior Program Analyst

Date: May 22, 2026

Subject: Draft FFY 2027-2032 Transportation Improvement Program (TIP) for public comment

Action Requested: Approval

Purpose

Staff requests the committee’s approval to recommend releasing the FFY 2027-2032 Transportation Improvement Program (TIP) for public comment to the MPO Policy Committee.

Federal regulations contained in Title 23 of the United State Code [§450.326](#) mandate the update of the TIP by October 2026. The draft TIP document includes discussion of how the TIP implements the recommendations of the 2026 draft Regional Transportation Plan (RTP) and ON TO 2050 within the constraints of the updated financial plan and describes the federal, state, and local resources available.

The document also discusses the processes for selecting projects to be included in the TIP, air quality conformity analysis and amending the selected projects. Information on the eTIP online database, transportation fund sources and TIP project work types are detailed in the document’s appendices.

The FFY 2027- 2032 TIP public comment period will run concurrently with the 2026 draft RTP comment period from June 12 to July 31, 2026. Consideration of the proposed TIP with a TIP project listing is anticipated in October.



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

MEMORANDUM

To: CMAP Transportation Committee

From: CMAP Intergovernmental Affairs Staff

Date: May 18, 2026

Subject: Legislative update

Action Requested: Information

FEDERAL

Surface transportation reauthorization

Bipartisan surface transportation reauthorization legislation was recently introduced in the House (the BUILD America 250 Act). This legislation would authorize \$580 billion for surface transportation programs over the next five fiscal years (FY27-31), covering funding for federal highways, bridges, transit. This legislation would serve as the successor to the Infrastructure Investment and Jobs Act (IIJA), which is set to expire at the end of FY26 (September 30).

The bill includes guaranteed funding for crucial programs like Safe Streets for All and provides a significant increase in funding for bridge repair and replacement. However, other significant grant programs like Capital Investment Grants (CIG) and INFRA Grants are authorized but not funded in this legislation (at \$3 billion and \$1.2 billion annually, respectively). It would be up to the Appropriations Committee to set funding levels for these programs, and it is unlikely they will be funded at their authorized levels. The House THUD bill, for example, only appropriates \$737m for CIG in FY27 – less than a third of the authorized amount currently proposed.

As currently proposed, CMAP would be eligible to become a direct recipient of Metropolitan Planning (PL) funding. The federal share of PL funds would increase to 90%, and PL eligibility would expand to include preliminary design, local technical assistance, fiscal administration of local projects, transportation studies, and critical data procurement.

It is still very early in the process, and staff are in communication with the delegation to share CMAP’s perspective on the bill. The Senate must also draft and consider reauthorization legislation, and the appropriations committees in both chambers must debate and pass funding bills. As IIJA funds are set to expire on September 30, it is increasingly likely Congress will pursue a continuing resolution (CR) while both chambers continue to debate reauthorization legislation. If a CR is passed, then the increased resources available under IIJA via advance appropriations will no longer be available, and funding levels will fall to the level appropriated specifically for FY26.

STATE

FY27 budget analysis

Following the Governor's FY27 budget proposal, CMAP staff completed an [analysis](#) that offers early highlights and potential impacts on transportation, climate, and the regional economy in northeastern Illinois. Importantly, the budget advances transformational investments in transit and clean energy, in line with the [Northern Illinois Transit Authority \(NITA\) Act](#) and the [Clean and Reliable Grid Affordability \(CRGA\) Act](#) that were both passed last year. Below is a summary of some of the early takeaways.

Included in the governor's proposed \$56 billion FY27 operating budget is \$670 million for transit operations and \$165 million in capital investments to support implementation of the NITA Act. Due to continued refinement by state forecasters and recent trends in factors like fuel prices, these revenues — the state share of sales tax on motor fuel and interest income from two large state funds — are now projected to perform slightly below initial estimates of \$731 million in operating funding and \$180 million in capital funding.

The Road Fund balance declines for the second year in a row in the proposed budget. This reflects the impact of the NITA Act, which redirected some transportation revenues from the Road Fund to transit operations. Declines can also be attributed to increased construction expenditures compared to FY2025 and prior years.

Following the General Assembly's passage of the FY27 budget, CMAP staff will conduct a subsequent analysis to provide a more in-depth assessment of how state decisions could impact the region and priorities identified by the Regional Transportation Plan, the Comprehensive Climate Action Plan, and The Century Plan.

BUILD initiative

As part of the State of the State and Budget address, the governor presented the Building Up Illinois Developments or BUILD initiative, which proposes a series of regulatory changes to enable greater middle housing production through statewide zoning regulations, standardized construction processes, and grants for housing and infrastructure development.

On April 23, the Senate Executive Committee held a subject matter hearing on the Governor's BUILD proposal where opponents spoke to the importance of accelerating housing production to support economic mobility and zoning as an important tool for enabling greater housing production. Opponents raised challenges around the universal applicability of the legislation as drafted, infrastructure constraints, anti-displacement concerns, and technical implementation challenges. The Governor's Office stated their commitment to continue working with stakeholders to further refine the proposal.

On Wednesday, April 30, the Illinois Municipal League published a proposal titled the REAL Housing Act in response to the Governor's BUILD proposal. The proposal is wide-ranging, addressing areas including property taxes, construction costs, and regulatory changes.

CMAP staff will continue monitoring legislative activity on the BUILD and REAL Housing Act proposals as the General Assembly approaches adjournment on May 31.

General legislative activity

CMAP staff tracks legislation before the General Assembly that impacts the region and is relevant to the agency'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 CMAP 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@cmapp.illinois.gov.

Bike and Pedestrian

SB3336 HA2 – LOW-SPEED ELECTRIC BICYCLE (Sen. Villivalam/Rep. B. Hernandez)

Description: Amends the Illinois Vehicle Code. Provides for the operation of toy vehicles, motor driven cycles, and electric micromobility devices within the State, including provisions regarding certificate of title requirements, prohibition signage, licensing requirements, age requirements, equipment requirements, sale requirements, violations, and home rule limitations. Authorizes the Department of Natural Resources to adopt administrative rules for the regulation of low-speed electric bicycles on any and all properties owned, managed, or leased by the Department of Natural Resources. Allows a person to operate a Class 1 or Class 2 low-speed electric bicycle only if he or she is 15 years of age or older. Provides that a low-speed electric bicycle that is manufactured to accommodate passengers may not be operated by a person under the age of 18 with a passenger unless the passenger is a sibling, stepsibling, child, or stepchild of the operator. Repeals a provision regarding low-speed electric scooters. Makes other changes. Makes a conforming change in the Consumer Fraud and Deceptive Business Practices Act. Effective July 1, 2027. HA2 establishes titling and registration requirements and exemptions for electric-powered motor driven cycles or gas-powered bicycles; with regard to toy vehicles, provides that the parent of any child and the guardian of any ward shall not authorize or knowingly permit any such child or ward that is operating a toy vehicle to violate any of the provisions of the Code; removes language providing that motor driven cycles shall not be operated upon public highways divided by a grass or concrete median; allows park districts, forest preserve districts, conservation districts, and transit districts to regulate the use of toy vehicles, electric micromobility devices, and low-speed electric bicycles by ordinance or resolution; provides that the Bicycle Article of the Rules of the Road Chapter applies to adaptive electric bicycles when operated by a person with a mobility disability; with regard to low-speed gas bicycles, prohibits a low-speed gas bicycle that is manufactured to accommodate passengers from being operated by a person under the age of 18 with a passenger unless the passenger is a sibling, stepsibling, child, or stepchild of the operator and allows a person to operate a low-speed gas bicycle upon any highway, street, or roadway authorized for use by bicycles, unless it is a bicycle path a State agency has prohibited the use of low-speed gas bicycles upon; and makes other changes. Amends the Micromobility Fire Safety Act. Provides that "personal e-mobility device" includes an electric micromobility device (rather than a low-speed electric scooter). Effective January 1, 2027 (previously July 1, 2027).

Status: Held on 2nd Reading in the House on 5/19/2026

SB3478 SA1 – IDOT-BICYCLE GRID NETWORK (Sen. Simmons)

Description: SA1 provides that by June 1, 2027, the Chicago Metropolitan Agency for Planning, in coordination with the Chicago Department of Transportation, the Cook County Department of Transportation and Highways, and cycling advocacy groups in Chicago, shall develop and submit to the General Assembly a Safe Cycling Network Plan for the implementation of transportation improvements designed to increase the safety of cyclists. Establishes a point system for each street segment in the Plan. Authorizes the Chicago Metropolitan Agency for Planning to determine which safe street treatments are to be installed on each street segment, designate additional safe street treatments with assigned point values, and assign point values to safe street treatments for the installation of a safe street treatment on a per block basis or 660 feet, whichever is greater. Provides that any safe cycling streets completed before June 1, 2027 that meet the technical requirements may be applied as credit toward the yearly mileage goal in 2028 or 2029. Provides that repairs may be made to street segments

not included in the Plan that currently have on-street protections for bicyclists may be exchanged for credit. Requires all infrastructure installations and street design modifications to meet the Department of Transportation's Bureau of Local Road and Streets Manual and, in Chicago, the Chicago Department of Transportation's Street and Site Plan Design Standards.

Status: Committee/3rd Reading deadline established as 5/22/2026

Transit Improvement

SB3679 – DOT-INTERCITY GRID BUS PROGRAM (Sen. Simmons)

Description: Requires the Department of Transportation to develop an intercity grid bus pilot program that offers free and fast buses that interconnect cities, suburbs, and townships across the State.

Provides that the amendatory Act may be referred to as the Free and Fast Buses Act.

Status: Committee/3rd Reading deadline established as 5/22/2026

Transportation Infrastructure

SB3627 SA2 – DOT-QUICK-BUILD INFRASTRUCTURE (Sen. Feingenholtz)

Description: SA2 amends the Department of Transportation Law of the Civil Administrative Code of Illinois. Authorizes the Department to use quick-build infrastructure as a temporary alternative for permanent infrastructure improvements if the Department deems it appropriate. Provides that nothing shall be construed as requiring the Department to deviate from standards set out by the Manual on Uniform Traffic Control Devices or other nationally accepted standards.

Status: Committee/3rd Reading deadline established as 5/22/2026

SB3634 SA1 – REAL ESTATE-VARIOUS (Sen. Villivalam)

Description: In provisions concerning vouchers, provides that the signature requirement for construction contracts procured by the Department of Transportation shall apply to contracts, contract renewals, and orders against a master contract in the amount of \$750,000 or more in a fiscal year and to any contract amendment or change to an existing contract that increases the value of the contract to or by \$750,000 or more in a fiscal year. In provisions concerning spending money without obtaining title to land, provides that the Department of Transportation may proceed with bidding or awarding a contract or any construction activities once it has complied with specified federal requirements. In provisions allowing the Department of Transportation to acquire an interest in land, rights, or other property for specified road construction purposes, specifies that the property may be public or private property.

Status: Committee/3rd Reading deadline established as 5/22/2026

Transportation Safety

HB4948 – INTELL SPEED ASSIST PROGRAM (Rep. Deuter/Sen. Morrison)

Description: Requires the Secretary of State to administer the Intelligent Speed Assistance Program. Provides that a driver who commits 2 qualifying offenses within a 12-month period is required to enroll in the Program, and the Secretary shall suspend the driver's license or driving privileges which shall remain suspended until the driver participates in the Program for 365 days for a driver's first Program enrollment, 730 days for a driver's second Program enrollment, or 1,095 days for a driver's third or subsequent Program enrollment. Sets forth requirements for notification, application for an Intelligent Speed Assistance Permit, and installation and proof of installation of an intelligent speed assistance device. Requires a participant in the Program to pay the Secretary a Permit administration fee in an amount not to exceed \$30 per month. Creates the Indigent Intelligent Speed Assistance Device Fund and the Intelligent Speed Assistance Permit Fee Fund. Establishes provisions regarding Permit cancellation, data collection for the driver record, use of employer-owned vehicles while enrolled in the Program, intelligent speed assistance device service providers, violation of the Program, Program participation for

persons from a participating jurisdiction who establish legal residence in the State, Program participation termination for a Program participant relocating to a nonparticipating jurisdiction, information exchange for participating jurisdictions, and data collection by service providers. Allows the Secretary to adopt rules to implement the Program. With regard to the period of suspension and application after revocation of a driver's license, provides that any person whose license has been revoked for the offense of reckless driving, aggravated reckless driving, or violating a special speed limit while traveling through a highway construction or maintenance zone when that offense was the proximate cause of the death of any person may not make application for a license until the person has first been issued a restricted driving permit requiring the use of an intelligent speed assistance device by the Secretary of State and (i) if the person has not previously been enrolled in the Intelligent Speed Assistance Program, the expiration of not less than 365 days following the issuance of a restricted driving permit requiring the use of an intelligent speed assistance device during which the person's restricted driving permit is not suspended, cancelled, or revoked, (ii) if the person has previously been enrolled in the Intelligent Speed Assistance Program one time, the expiration of not less than 730 days following the issuance of a restricted driving permit requiring the use of an intelligent speed assistance device during which the person's restricted driving permit is not suspended, cancelled, or revoked, or (iii) if the person has previously been enrolled in the Intelligent Speed Assistance Program 2 or more times, the expiration of 1,095 days following the issuance of a restricted driving permit requiring the use of an intelligent speed assistance device during which the person's restricted driving permit is not suspended, cancelled, or revoked. Effective January 1, 2028.

Status: Placed on 3rd Reading in Senate on 5/14/2026

HB5081 SA1 – VEH CD-ALTER SPEED LIMITS (Rep. Hanson/Sen. Porfirio)

Description: With regard to automated speed enforcement systems in safety zones, provides that "safety zone" does not include any roadway in which the 30 mile per hour speed limit is decreased by local ordinance without an engineering or traffic investigation. Provides that a local authority or park district shall determine and declare by ordinance a reasonable and safe absolute maximum speed which: decreases the limit within an urban district which shall not require an engineering or traffic investigation to a maximum speed limit of 25 miles per hour, but not less than 20 miles per hour and a maximum speed limit of 10 miles per hour in an alley; increases the limit within an urban district, but not to more than 55 miles per hour, if after increasing the limit within an urban district an engineering or traffic investigation is required to decrease the limit; or decreases the limit within a residence district which shall not require an engineering or traffic investigation to a maximum speed limit of 20 (rather than not to less than 25) miles per hour. Requires a park district, city, village, incorporated town, or county board to post a sign designating the new speed limit. SA1 provides that where any highway under the Department of Transportation's jurisdiction lies within the jurisdictional boundary of a local authority, the Department may, at the local authority's request, set a reduced maximum speed limit upon the basis of an engineering and traffic investigation. Allows a county, municipality, or township to request that the Department perform an engineering and traffic investigation concerning any portion of highway for which the Department has jurisdiction, which lies within the geographic boundary of the requesting local authority, to determine a reasonable or safe absolute maximum speed limit for that portion of highway. Defines "target speed". Effective immediately, except for provisions allowing the Department to set a reduced maximum speed limit upon the basis of an engineering and traffic investigation which take effect January 1, 2027.

Status: Placed on 3rd Reading in Senate on 4/30/2026

SB2759 – VEH CD-SPEED ENFORCE SYSTEMS (Sen. Porfirio)

Description: Provides that the automated speed enforcement systems in safety zones provision applies to home rule municipalities contiguous to municipalities with a population of 1,000,000 or more inhabitants.

Status: Committee/3rd Reading deadline established as 5/22/2026

SB3275 – IDOT-INTERSECTION REVIEW (Sen. Joyce/Rep. DeLuca)

Description: Amends the Department of Transportation Law of the Civil Administrative Code of Illinois. Requires the Department of Transportation to conduct a road safety assessment for the 10 most hazardous intersections under State jurisdiction in Will County south of Interstate 80. Provides that the Department shall submit the road safety assessment to the General Assembly by January 1, 2028.

Repeals the provision on July 1, 2028.

Status: Placed on 3rd Reading in House on 5/19/2026

Transportation Funding

HB5445 – LOCAL ROAD USE FUND (Rep. Deering)

Description: Creates the Local Road Use Fund. Provides that moneys in the fund shall be used exclusively for local transportation-related purposes, including, but not limited to, costs for construction, maintenance, repair, and betterment of highways, roads, streets, and bridges. Amends the Use Tax Act, the Service Use Tax Act, the Service Occupation Tax Act, and the Retailers' Occupation Tax Act. In provisions concerning the apportionment of moneys in the Road Fund, provides that 85% of the moneys shall be apportioned into the Public Transportation Fund, 10% of the moneys (rather than 15% of the moneys) shall be apportioned into the Downstate Public Transportation Fund, and 5% of the moneys shall be apportioned into the Local Road Use Fund.

Status: Referred to Rules on 2/13/2026

SB3635 – MOTOR FUEL-GRADE CROSSING (Sen. Murphy)

Description: Provides that the monthly amount transferred from the Motor Fuel Tax Fund to the Grade Crossing Protection Fund shall be increased in each fiscal year by the percentage increase, if any, in the Consumer Price Index for All Urban Consumers for the most recent 12-month period for which data is available on July 1 of the fiscal year for which the monthly grade crossing protection amount is calculated. Effective immediately.

Status: Committee/3rd Reading deadline established as 5/22/2026

Freight & Rail

HB4442 – HIGH SPEED RAIL COMM REPEAL (Rep. Cochran/Sen. Stadelman)

Description: Amends the High Speed Rail Commission Act. Provides that the Act is repealed on January 1, 2030 (rather than January 1, 2027). Effective immediately.

Status: Passed both Houses on 5/19/2026

SB3765 – RAILROAD MOD CREDIT (Sen. Halpin)

Description: Creates the Short Line Railroad Modernization Act. Creates an income tax credit for taxpayers that incur qualified railroad expenditures or qualified new rail infrastructure expenditures. Sets forth the amount of the credit and limitations on the amount of the credit that may be awarded. Amends the Illinois Income Tax Act to make conforming changes. Effective immediately.

Status: Committee/3rd Reading deadline established as 5/22/2026

SB3635 – MOTOR FUEL-GRADE CROSSING (Sen. Murphy)

Description: Provides that the monthly amount transferred from the Motor Fuel Tax Fund to the Grade Crossing Protection Fund shall be increased in each fiscal year by the percentage increase, if any, in the Consumer Price Index for All Urban Consumers for the most recent 12-month period for which data is available on July 1 of the fiscal year for which the monthly grade crossing protection amount is calculated. Effective immediately.

Status: Committee/3rd Reading deadline established as 5/22/2026