



MEMORANDUM

To: Board and MPO Policy Committee

From: CMAP Staff

Date: September 24, 2025

Subject: Regional Transportation Plan update

Action Requested: Information

General update

The Regional Transportation Plan (RTP) continues to advance through research, data analysis, and stakeholder engagement. As of September 2025, more than 1,500 people from all seven counties in the CMAP region have responded to the RTP questionnaire.

Several themes have emerged from the responses:

- Pressing transportation challenges include vehicle speeding, road congestion, and access to transit.
- Respondents want greater investment in infrastructure that supports transit, walking, and biking.
- Safety, reliability, and – particularly for transit – frequency of service are key factors in travel choices.
- Beyond transportation options, respondents value a system that strengthens communities, supports economic development, builds resilience, and protects farmland and natural resources.

These insights, combined with ongoing research, data analysis, and partner engagement, will guide the strategies included in the final RTP.

Financial plan update

To meet federal requirements for fiscal constraint, CMAP is preparing long-range financial forecasts to estimate baseline revenues and expenditures and identify additional reasonably expected revenues. Working with a [resource group](#) of regional transportation stakeholders, CMAP has:

- developed baseline assumptions for revenues and expenditures;
- examined the implications of current and future policies; and

- refined a methodology that is transparent, accurate, and appropriate for a planning-level forecast.

The expenditure forecast provides a framework for prioritizing investments in the RTP by allocating planned costs across categories such as administration, operations, maintenance, improvements, enhancements, and expansion. These categories will help clarify regional funding priorities, investment strategies, and trade-offs – for example, balancing asset condition targets, needed system enhancements, and capacity expansion.

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. 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.

Financial plan policy briefs

As with past financial plans, expenditures for 2027-2050 are projected to exceed the baseline revenues that will be available, underscoring the need for additional revenues to support the transportation system over the planning horizon. To support the identification of reasonably expected revenues, CMAP published the following:

- [Transportation funding strategies: Revenue options for consideration in the Financial Plan for Transportation](#)
- [Tolling and pricing strategies: Revenue options for consideration in the Financial Plan for Transportation](#)

An additional white paper that explores next steps towards implementing a road usage charge in Illinois is forthcoming.

Regional capital projects

Through coordination with partner agencies, CMAP has identified 137 Regional Capital Projects (RCPs) for inclusion in the RTP. Each project is being evaluated for how well it advances regional transportation goals. The evaluations consider measurable criteria such as existing asset conditions, travel time performance, and the expected impacts on regional travel times and emissions based on outputs from the regional travel demand model. A [draft RCP Benefits Report](#) summarizing the benefits that each proposed project offers to the region is now available. The RCP candidates can also be viewed in an [interactive map](#).