

## MEMORANDUM

**To:** CMAP Board

**From:** Kate Evasic, Program Lead, Regional Policy and Implementation

**Date:** March 25, 2026

**Subject:** Transportation Resilience Improvement Plan (TRIP)

**Action Requested:** Information

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The Board will receive an overview of the [Transportation Resilience Improvement Plan](#) (TRIP) for northeastern Illinois. Published in March, TRIP identifies where the regional transportation system is vulnerable to extreme weather and climate change and how to make it more resilient.

TRIP provides a roadmap to inform and prioritize transportation planning and decision making throughout the region. It meets the Federal Highway Administration's Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation (PROTECT) Program requirements for a resilience improvement plan — and will help position northeastern Illinois to compete for PROTECT funds as well as other resilience funds.

At the April meeting, the project team will provide an overview of the planning process, highlight key plan recommendations, and discuss opportunities for implementation.

### How was TRIP developed?

Through data analysis and flood modeling, literature reviews, partner interviews, workshops, and other approaches, CMAP first sought to understand the region's risks and to determine ways to reduce those risks. The [TRIP vulnerability assessment](#) found that flooding is the biggest climate-related risk to the transportation system. It impacts all transportation modes and can damage physical assets, disrupt operations, and threaten user safety. Extreme heat is also a major climate concern for not only infrastructure, electrical services, and backup power, but especially for transportation users and outdoor workers. Both flooding and extreme heat events are expected to worsen in the future, making it essential for our region to prepare.

Over a three year period, CMAP engaged a wide range of state, county, and municipal partners and stakeholders through a project steering committee, workshops, focus groups, interviews, and CMAP's public bodies. These engagement efforts helped verify findings and ensure that the plan aligns with the resilience needs and priorities of regional partners and stakeholders.

## **How can we make the system more resilient?**

TRIP identifies **21 project resilience strategies** — a collection of structural, nature-based, and hybrid tactics that can increase flood or heat resilience. Many strategies can also improve air and water quality, support habitat and biodiversity, deliver cost savings, foster economic development, and improve quality of life. This is particularly true for nature-based solutions, like green infrastructure.

Additionally, TRIP highlights **25 organizational resilience** strategies that CMAP, partner agencies, and stakeholders can adopt to facilitate the implementation of resilience strategies, consideration of climate projections and resilience concepts into both long range plans and project development/design and informing the update of design and development standards.

## **Where can we make the system more resilient?**

TRIP highlights **64 projects** identified by partner agencies and evaluated by CMAP where prioritized investments can increase the transportation system's resilience. Through TRIP identification, these projects are more competitive for national [PROTECT grants](#) and eligible for a reduced cost-share. CMAP further refined the project list to identify the **20 highest priority projects** to help the agency and the region focus their support for potential funding and coordination.

## **Implementation and next steps**

CMAP will present TRIP to the MPO Policy Committee in June 2026. Additionally, CMAP is seeking determination from the Federal Highway Administration that TRIP meets the requirements of a resilience improvement plan under the PROTECT program. Upon receiving final determination, the resilience projects included in TRIP's priority project list will become more competitive for PROTECT grants and eligible for benefits such as a reduced cost-share.

CMAP plays a lead role in coordinating plan implementation, along with key partners in the transportation, stormwater, and emergency management sectors. In the near-term, CMAP will continue to collaborate with implementers to identify priority strategies, improve access to TRIP's vulnerability assessment data, and assess opportunities to integrate resilience strategies into the agency's work. Currently, CMAP is incorporating TRIP's recommendations into the 2026 Regional Transportation Plan.

**ACTION REQUESTED:** Information