

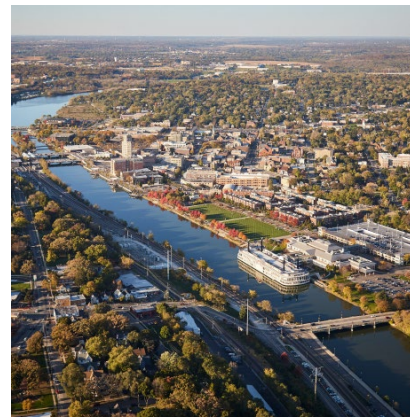
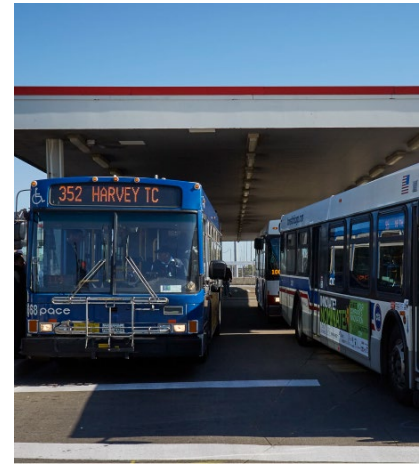


Chicago Metropolitan  
Agency for Planning

# Transportation Committee

**Meeting will begin at 9:30 a.m.**

August 1, 2025



# **1.0 Call to order and introductions**

**Chair Kevin Carrier**

# **2.0 Agenda changes and announcements**

**Chair**

# **3.0 Approval of minutes**

## **3.01 Draft meeting minutes – May 30, 2025**

**Chair**

**ACTION REQUESTED: Approval**



# 4.0 CMAP updates

## Aimee Lee, deputy of transportation

- Recent CMAP engagements
- Regional Planning Act funding update
- 2025 technical assistance funding awards
- 2025 community data snapshots released
- Safe Routes to School application period open
- Preview of today's agenda







# 4.0 CMAP updates

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- Preview of today's agenda



### **ADA self-evaluation and transition planning**

Channahon | Lynwood  
South Elgin | Waukegan



### **Bicycle and pedestrian plans**

Rolling Meadows



### **Capital improvement planning**

Bellwood | Blue Island  
Chicago Heights | Kenilworth  
Minooka | Wilmington



### **Corridor planning**

Calumet Park | North Riverside



### **Grant readiness**

Godley



### **NEXT Program (plan implementation)**

Bartlett | Fox Lake



### **Pavement management planning**

Bull Valley | Chicago Heights  
Crest Hill | East Dundee  
Greenwood | Hanover Park | Hebron  
Holiday Hills | Itasca | Oak Park  
Oakwood Hills | Pingree Grove



### **Site planning**

Tinley Park



### **Transportation safety plans**

Palos Park



# 4.0 CMAP updates

## Aimee Lee, deputy of transportation

- Recent CMAP engagements
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# 5.01 FFY2023-2028 TIP amendments and administrative modifications

## **Russell Pietrowiak, program lead**

TIP amendment 25-10 was published on the eTIP web site on July 25, 2025, for committee review and public comment. A memo summarizing formal TIP amendment 25-010 and administrative amendments 25-10.1 and 25-10.2 is included in the meeting materials. Staff requests approval of TIP amendment 25-10.

**ACTION REQUESTED: Approval**

# **6.01 FY2024-FY2025 Section 5310 Recommended Program of Projects**

**Heather Mullins, Division Manager**

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

**ACTION REQUESTED: Information**

# Section 5310: Enhanced Mobility for Seniors and Individuals with Disabilities

## FY2024-FY2025 Call for Projects

August 1, 2025

CMAP Transportation Committee





# Section 5310 Program Overview

- Federal Transit Administration (FTA) funding assistance for public transportation projects that focus on enhancing mobility for seniors and individuals with disabilities.
- Co-designated recipient with IDOT for Northeastern Illinois
- RTA administers funding for operating, mobility management and administration projects.



# Human Services Transportation Plan

Identifies critical transportation needs for:

- Older adults
- Individuals with disabilities
- People with low incomes

Recommends goals, strategies/projects

- To address needs and gaps
- To help people access their community with independence





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# Goals and Strategies to Meet Transportation Needs

1. Establish mobility management and travel training networks
2. Expand service areas and hours
3. Coordinate fare media and implement capped fares for certain trips
4. Coordinate volunteer driver support programs
5. Improve access to suburban jobs for residents with low incomes
6. Expand consolidated vehicle procurement types
7. Explore collaboration/consolidation of similar services
8. Establish a regional 1 call/1 click service
9. Create an accessibility infrastructure database

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# Call for Projects Timeline

March 20

- Call for Projects Opens

April 24

- Applications Due

May

- Applicant presentations to the Project Selection Team

July 1- July 30

- Public comment period

August 21

- RTA Board approval of program of projects

# Funding Details

- Total of \$20M in federal funding from FY2024 & FY2025
  - \$3.5M to IDOT for vehicle procurements
  - \$16.5M to RTA for Operating, Mobility Management and Capital projects



# Recommended Program

Applicant	Project	Federal Award
CTA	Real-Time Digital Station Customer Information	\$900,000
Clearbrook	Community Connections for Adults with Disabilities	\$420,000
CTF Illinois	Point-to-Point for Individuals with Disabilities	\$300,000
DuPage County	Transportation to Work Program	\$898,720
Kane County	Kane County Paratransit Service	\$2,384,779
Kendall County	Kendall Area Transit	\$1,000,000
Little City Foundation	Transportation Program	\$500,000
Naperville	Ride DuPage to Work	\$525,000

# Recommended Program

Applicant	Project	Federal Award
McHenry County	McHenry County Transportation Programs	\$1,695,000
Pace	Phase X Regional Call Centers Project	\$2,500,000
Ray Graham Association	Comprehensive Transportation Program	\$635,000
<b>Grundy County</b>	Grundy Transit System	\$100,000
Lake County	Ride Lake County	\$1,750,000
<b>Metra</b>	Metra Digital Displays Expansion	\$900,000
Will County	Access Will County Dial-A-Ride	\$1,620,000
<b>RTA</b>	Regional Dial-A-Ride Coordination Study	\$350,000



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# Next Steps

- Notification to all applicants
- Application development for submission to the Federal Transit Administration
- Issuance of RTA grant agreements to our grantees



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# Questions?

Heather Tabbert Mullins, AICP

Division Manager, Local Planning and Program Management

[Heather.Mullins@rtachicago.org](mailto:Heather.Mullins@rtachicago.org)

312-913-3244

# 6.02 The Century Plan update

## Elizabeth Scott, Principal

Staff will provide an update on the early phases of the planning process for the Century Plan — a new regional vision for northeastern Illinois — and a preview of early insights on existing conditions.

**ACTION REQUESTED:** Information

# CMAP's regional planning responsibilities

## Comprehensive plan requirements

- Broad stakeholder engagement
- Guides the physical development of the region
- Establishes the foundation for all planning in the region

## Transportation plan requirements

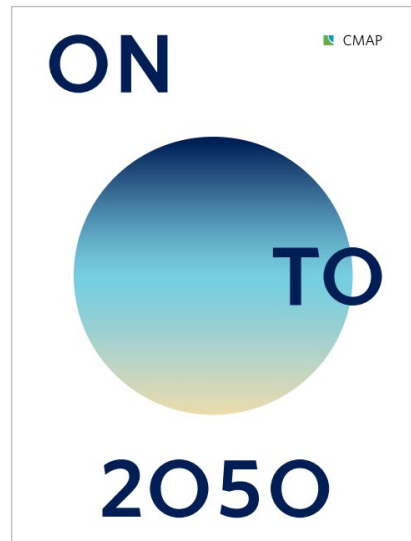
- Minimum 20-year planning horizon
- Involves implementers, FTA, and FHWA
- Guides transportation investments
- Multiple technical requirements for compliance

# Our approach

## Previous regional plans



*Adopted 2010  
Updated 2014*



*Adopted 2018  
Updated 2022*

## The region's next plan



## Topical plans

COMPREHENSIVE  
**CLIMATE**  
**ACTION PLAN**  
FOR GREATER CHICAGO

**RTP** 2026  
Regional  
Transportation  
Plan





**Where is the region today?**  
**Where is the region currently headed?**  
**Where could the region end up?**  
**What defines the region at its best?**  
**Where does the region want to go?**  
**How does the region get there?**



# What will the The Century Plan do?

Identify highest priorities

Build consensus on top challenges and opportunities

Articulate a plan for the region, by the region

Coordinate progress in the region and CMAP's role

**Why: the region can do more when we work together**

# The role for CMAP's committees

As regional leaders, **you** will shape and develop The Century Plan along with input from regional partners and stakeholders.

The Board and MPO Policy Committee will approve the Vision (fall 2027).

## In the meantime,

- Provide regular input and direction
- Civic and stakeholder events in your communities throughout 2026
- Bring your community and networks along!
- *Save the date!* November 4, 2025 State of the Region event



# What goes into The Century Plan?

## ***Where are we now?***

- ↳ Analyze existing conditions

## ***Where could we be in the future?***

- ↳ Scenario planning to understand future opportunities and threats

## ***Start the conversation.***

- ↳ Cultivate civic dialogue on possible futures

## ***What matters most?***

- ↳ Hear from the region on the highest priorities for the future

## ***The Century Plan will:***

Articulate a shared vision of the future

Identify the path to get us there

 **We are here**

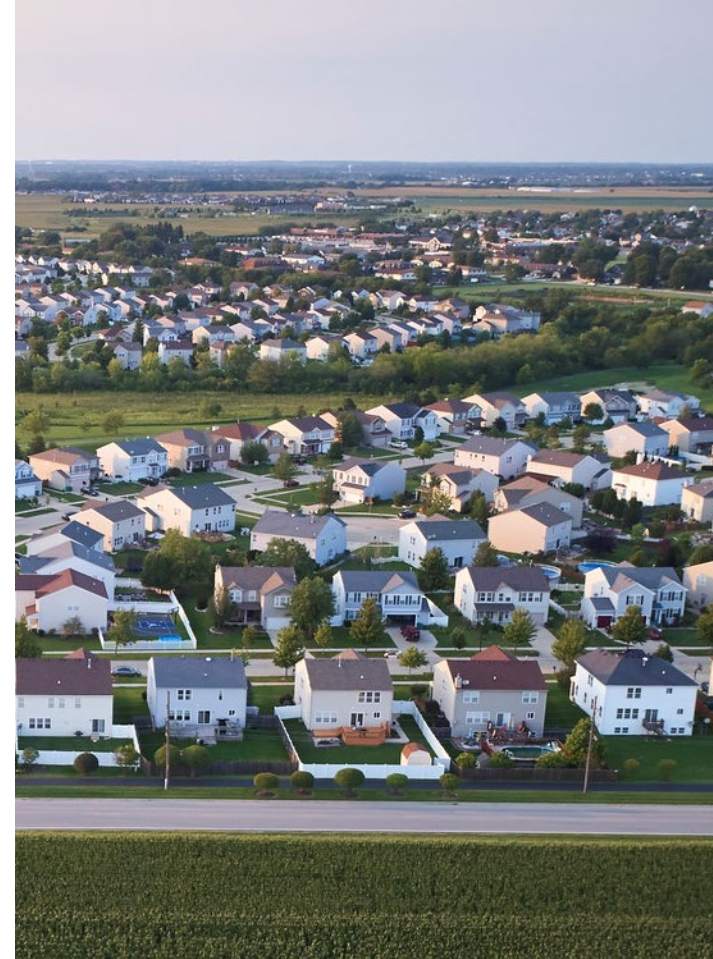
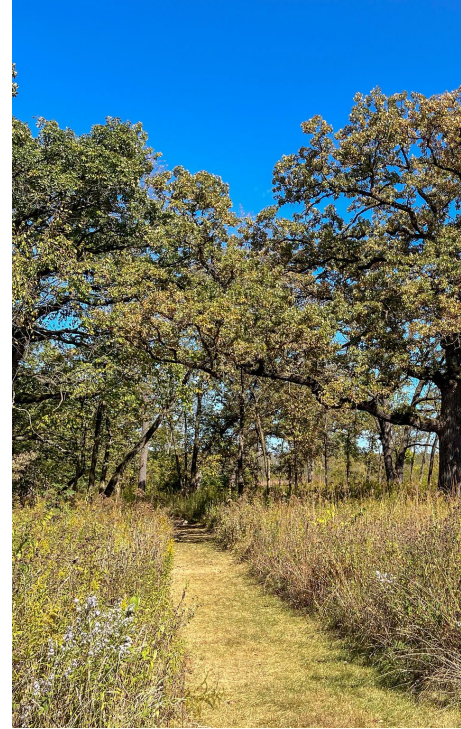


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# Regional trends

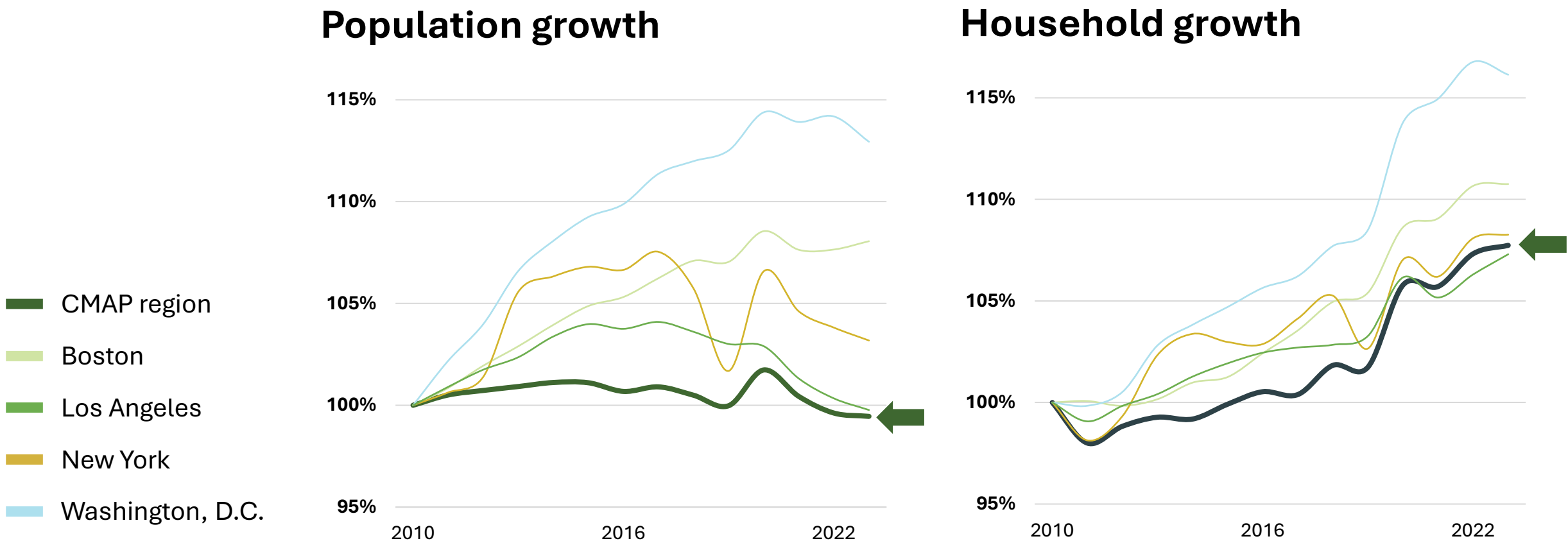






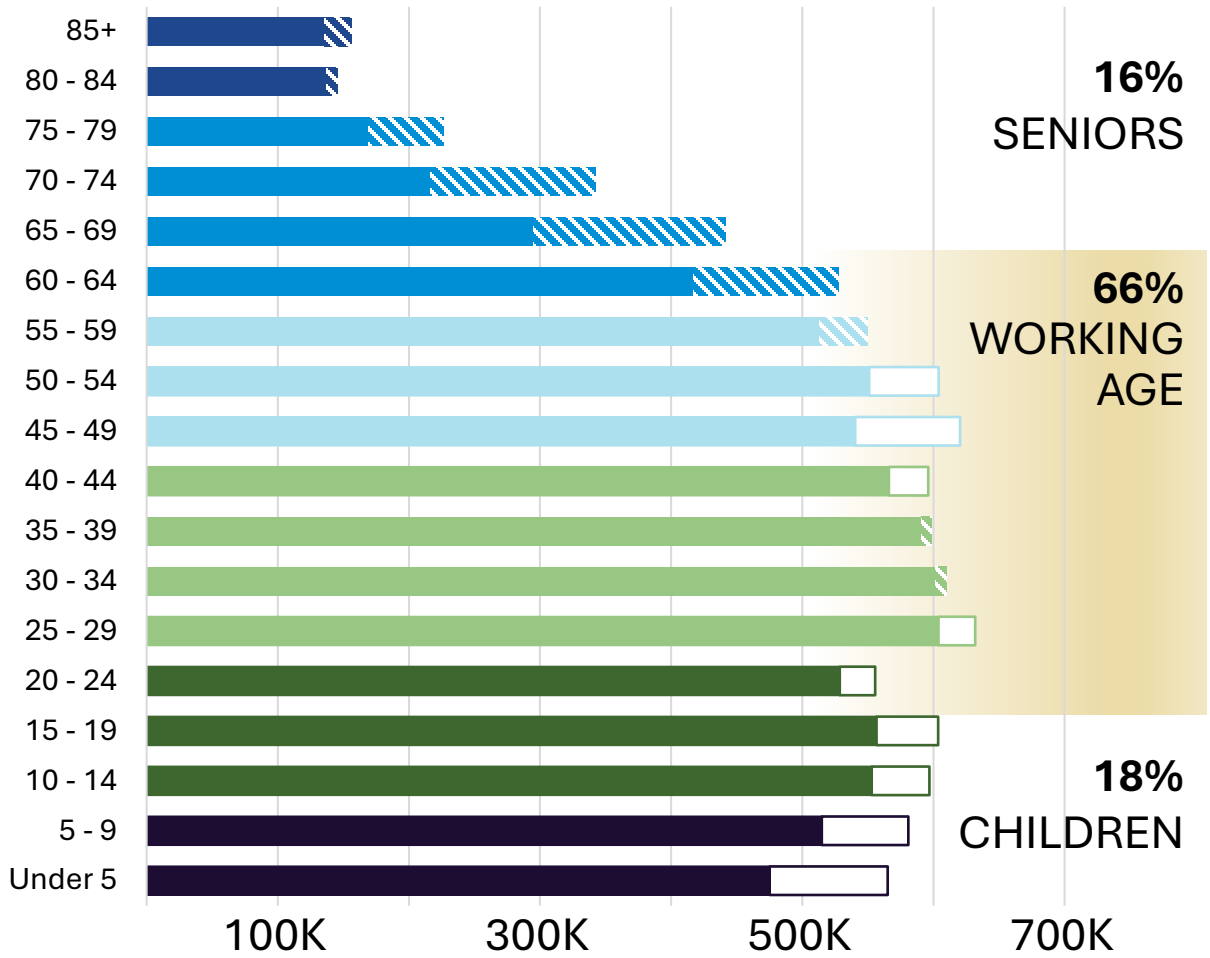
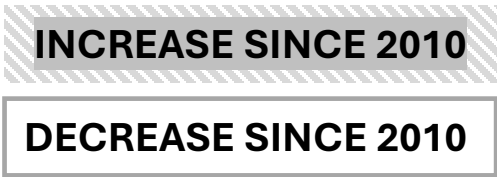
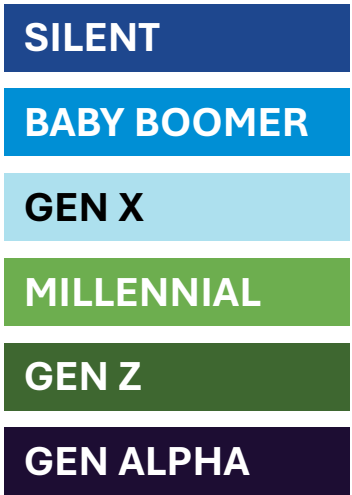


# Northeastern Illinois has more, smaller households while population remains flat.



# The region's population is aging, with growth in older cohorts but fewer children.

Change in population by age group, 2010 - 2023



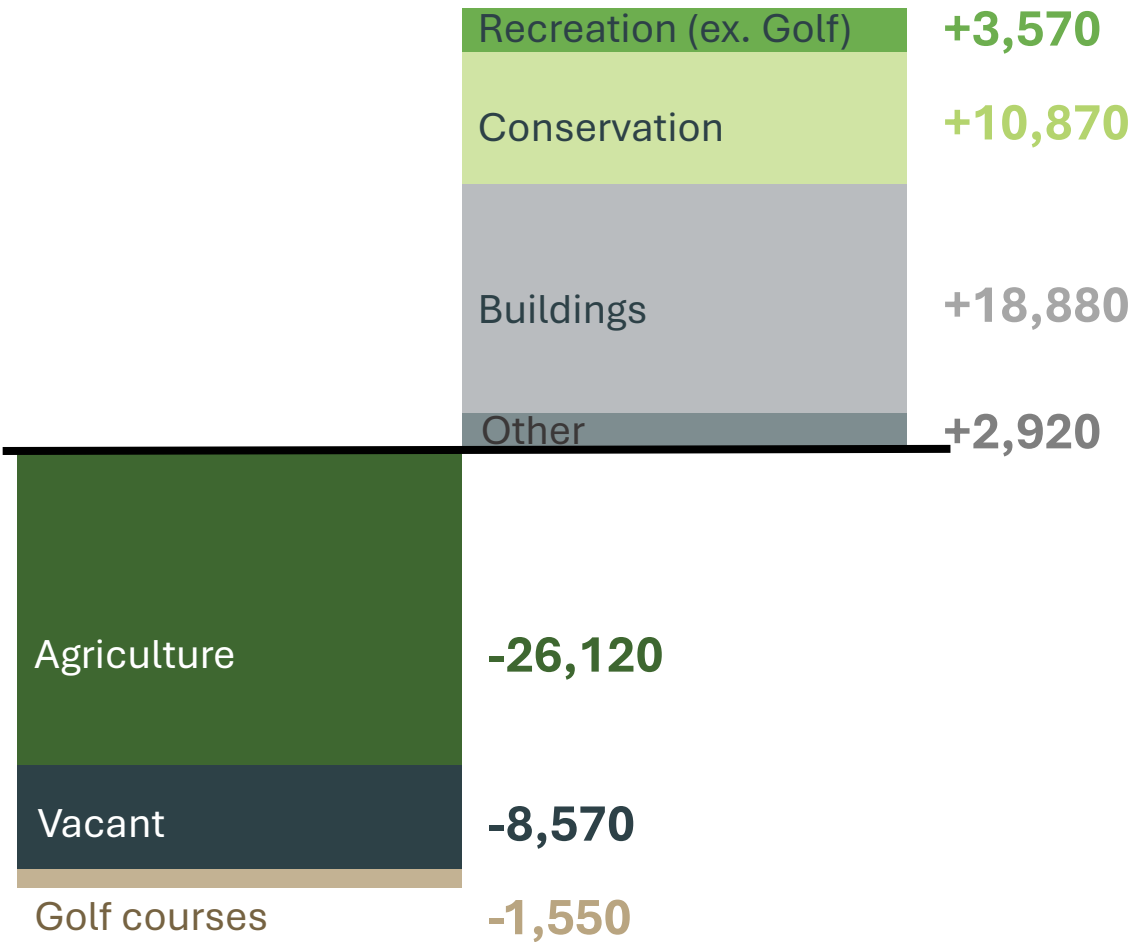
Children now make up a smaller share of the population

Note: Data includes the seven full CMAP counties.  
Source: ACS 5-Year Estimates (2023), Decennial Census (2010), SB Friedman.

# Development of farmland and natural areas has slowed but outpaces infill

*Regional change in acreage by development status, 2010-2020*

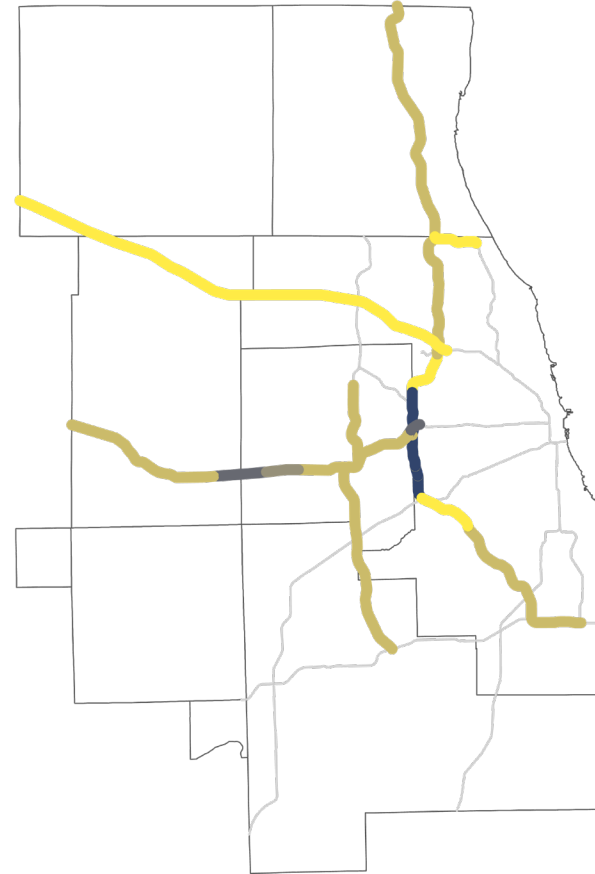
Lake and Kane counties have put more acres into conservation than new development



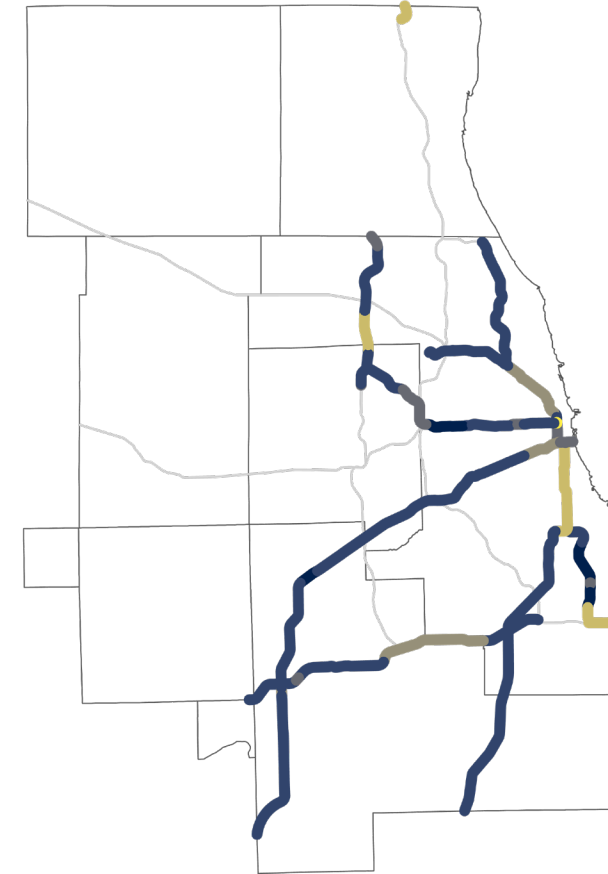
‘Other’ includes rights-of-way and water features including rivers, lakes and certain stormwater detention facilities.  
Source: Chicago Metropolitan Agency of Planning (CMAP) Land Use Inventory (2010 & 2020), SB Friedman.

# Funding sources and investment cycles can make it more challenging to maintain key regional assets.

*Age of tolled interstate and non-tolled interstate segments, 2025*




*Tolled Interstate*



*Non-Tolled Interstate*

# Where do we go from here?





**State of the Region**  
November 4, 2025  
Old Post Office

**SAVE!**  
THE DATE●



Chicago Metropolitan  
Agency for Planning

# **6.03 Regional Transportation Plan update**

**Ryan Thompto, principal**

**Erik Cempel, consultant**

**Noah Harris, policy analyst**

**Elizabeth Ginsburg, senior policy analyst**

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

**ACTION REQUESTED: Information**





# General update

Ryan Thompto, principal policy analyst

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# RTP development process

What transportation system do we want?

Goals

Objectives

Performance  
measures

Targets

What are the challenges and opportunities to get there?

Future  
needs

Travel  
demand

Socioeconomic  
forecast

Existing  
conditions

How will we achieve the transportation system we want?

Strategies

Financial  
plan

Capital  
investments

Implementation  
plan



# Strategy development

## Existing

- ON TO 2050 strategy papers and reports
- Mobility Recovery
- Plan of Action for Regional Transit (PART)
- Speed management paper
- Transit is the Answer
- Others

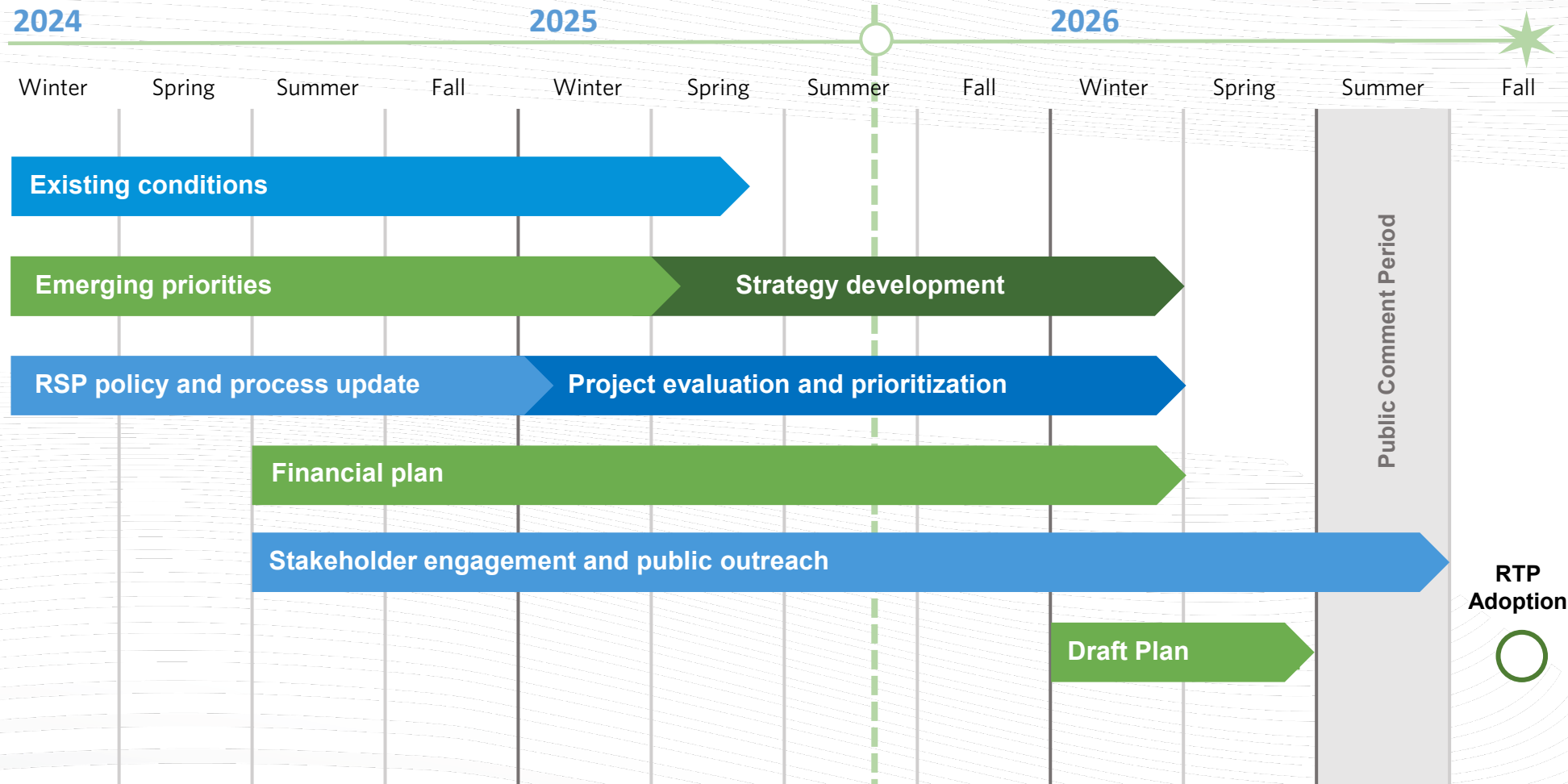
## Underway

- Climate Action Plan
- Transportation Resilience Improvement Plan
- Congestion Management Strategies
- Financial Plan

## Policy briefs

- Transportation asset management
- Intercity bus and rail
- Emerging technology
- Innovative finance and project delivery
- Reasonably expected revenues

# 2026 RTP progress and updates





# Asset management policy brief

Erik Cempel, Cempel ITC

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# Policy briefs: Purpose and format

Policy briefs provide a concise and clear summary of key transportation issues that should be considered in the RTP and serve to foster collaboration with stakeholders and inform decision-making.

Asset  
management

Intercity rail  
and bus

Innovative  
finance and  
project delivery

Emerging  
technologies



# Asset management policy brief:

## Problem statement

**Aging assets, declining revenues, competing priorities, new technologies, and an increasingly diverse set of assets combine to make asset management a critical and complex topic; the region is robust in its approach, and there are opportunities to learn from peer regions.**

# Northeastern Illinois is home to a vast amount of transportation infrastructure



2,500 miles of  
interstate  
pavement



6,600 miles of  
non-interstate  
pavement



+3.5 million  
square feet of  
bridge deck  
area



387 train  
stations



11,700 miles  
of bikeways

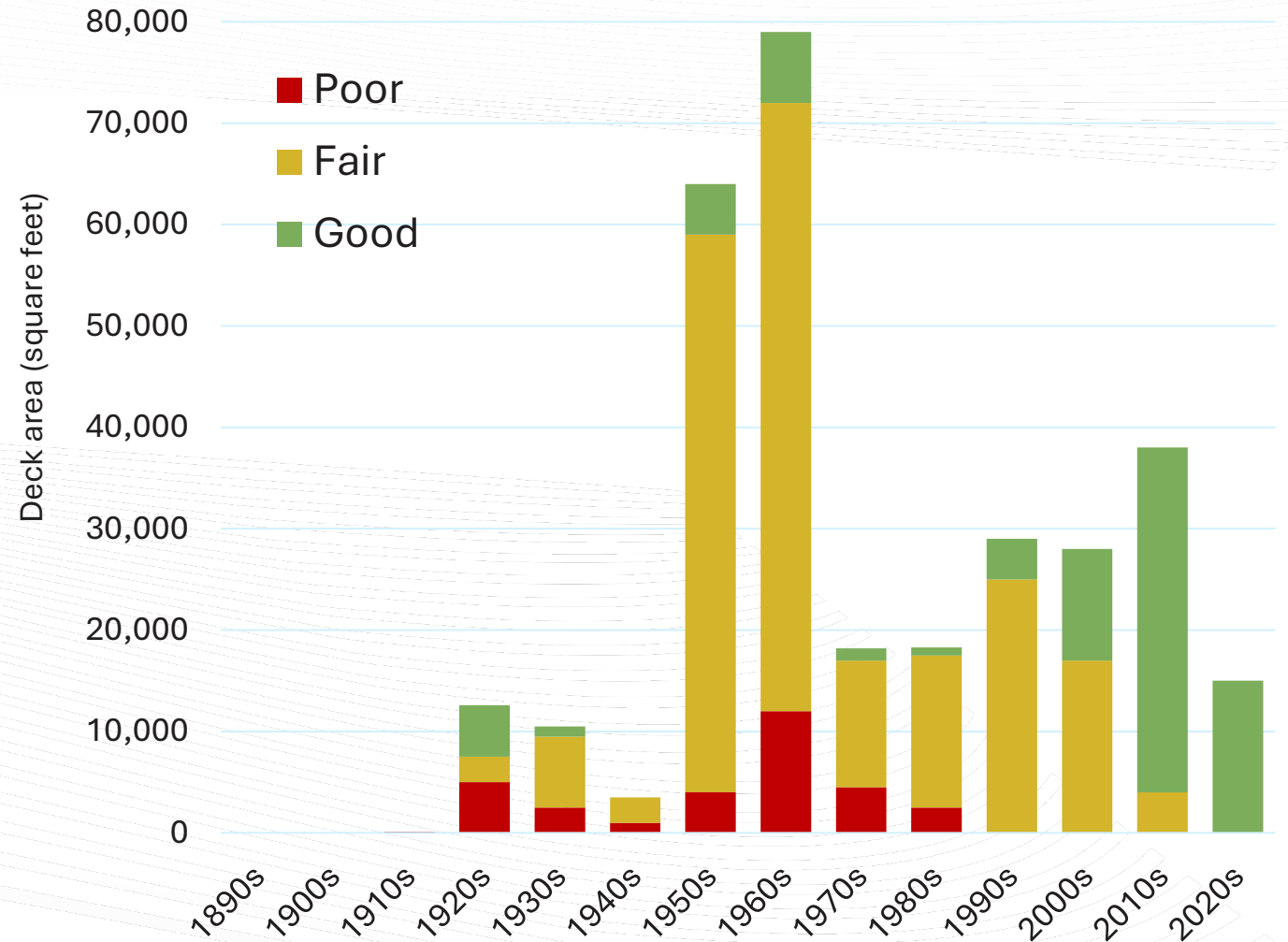


7,200 miles of  
rail lines

# Maintenance of extensive, historic infrastructure

- Large proportion of aging infrastructure
- Funding challenges

NHS bridge deck area condition by decade built or reconstructed



Source: FHWA National Bridge Inventory (2024)

# National Highway System (NHS) asset conditions

Asset type	Baseline condition	Most recent condition
Interstate pavement (good)	61% (2016-17)	55% (2022-23)
Interstate pavement (poor)	≤1% (2016-17)	1% (2022-23)
Non-Interstate pavement (good)	21% (2016-17)	20% (2022-23)
Non-Interstate pavement (poor)	5% (2016-17)	11% (2022-23)
NHS bridges (good)	38% (2016)	25% (2024)
NHS bridges (poor)	9% (2016)	11% (2024)

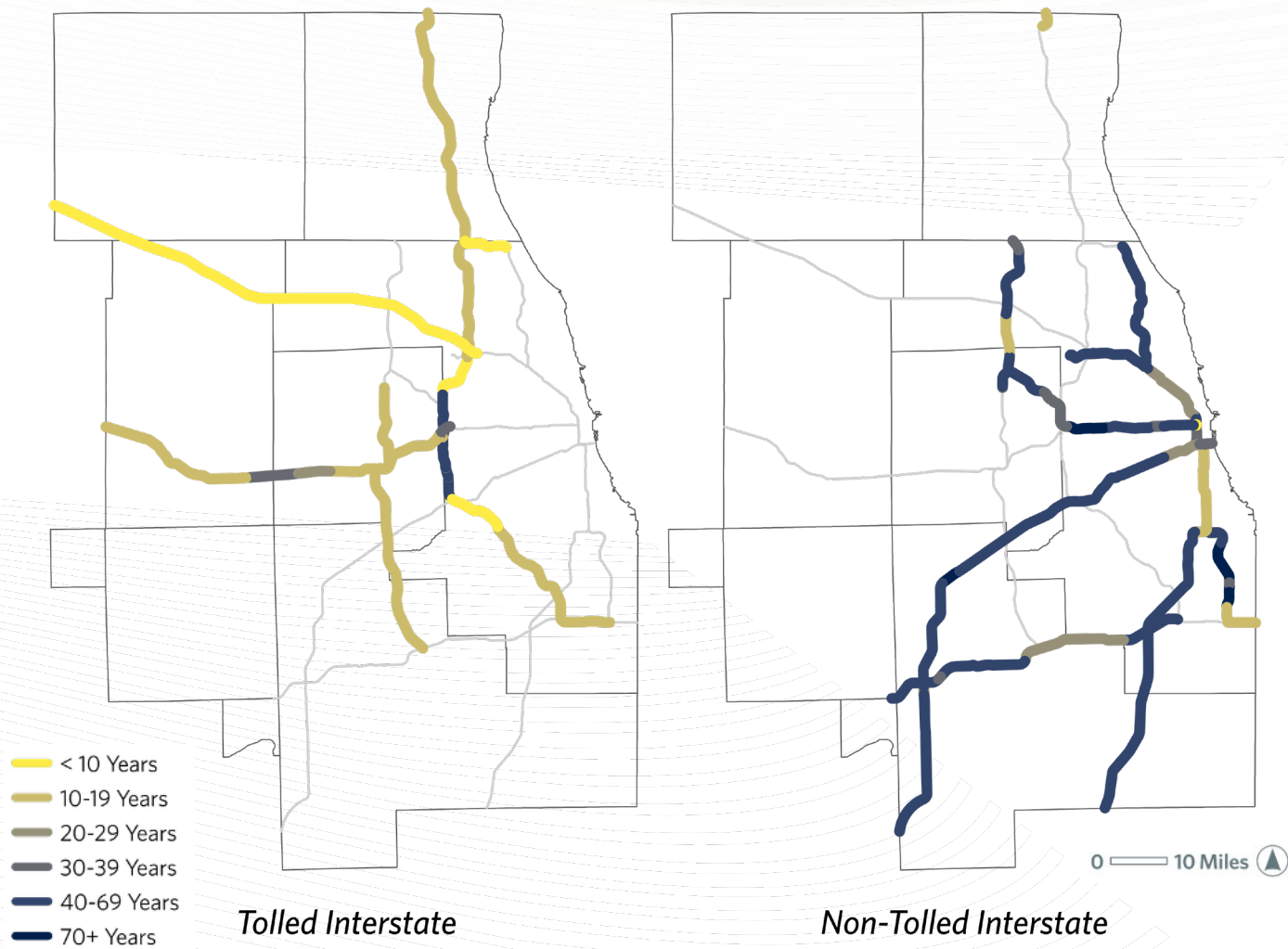
# Transit asset conditions

Asset type	Baseline condition	Most recent condition
Bus stock past useful life benchmark (ULB)	9% (2017)	12% (2023)
Rail stock past ULB	21% (2017)	35% (2023)
Pace fixed-route vehicles past ULB	13% (2017)	16% (2023)
Transit equipment past ULB	57% (2018)	61% (2023)
Transit non-revenue vehicles past ULB	36% (2018)	31% (2023)
Transit facilities (poor condition)	19% (2019)	7% (2023)
Metra track under performance restriction	3% (2017)	4% (2023)
Regional track under performance restriction	4% (2017)	5% (2023)



# Stable funding supports stronger asset condition

## Tolled interstate and non-tolled interstate ages in the CMAP region



Source: CMAP analysis of IDOT and Illinois Tollway construction records (2025).

# Emerging trends



Aging assets,  
declining  
revenues



Connected and  
autonomous  
vehicles



Electric vehicles



New  
types of  
infrastructure

# Emerging trends



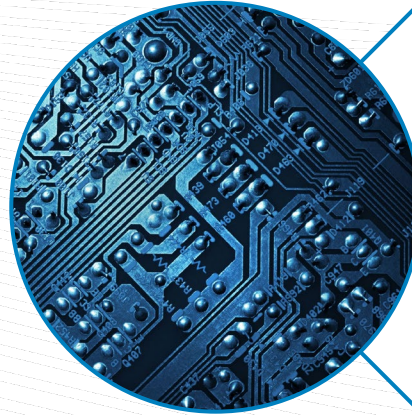
Shifting  
mobility patterns



Unmanned aerial  
vehicles (drones)



Extreme weather  
events



Artificial  
intelligence and  
machine  
learning, LiDAR



# Peer examples

- **Preserve before expanding:** Peer MPOs direct most dollars to asset management.
- **Anchor in performance targets:** Peer MPOs use performance measures and targets to guide investment choices as regular reporting ensures accountability.
- **Coordinate across agencies:** Peer MPOs convene state DOTs, local governments, and transit operators on asset targets.
- **Use data-driven prioritization:** Peer MPOs create data and tools and leverage these in RTPs and TIPs
- **Support local governments and smaller agencies:** Peer MPOs provide technical assistance, create regional tools, and absorb some planning responsibilities.

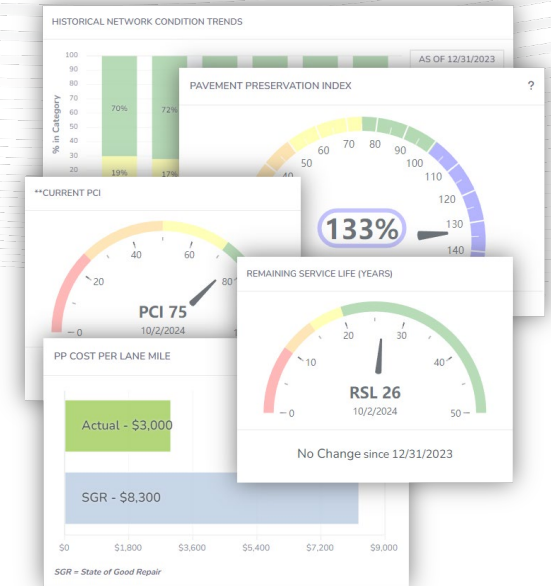
# Peer examples: San Francisco Bay Area



Use data-driven prioritization

Support local governments and smaller agencies

- Developed and maintains cloud-based pavement management platform to assist local governments in roadway maintenance and ensure consistent data/processes.
- App empowers roadway owners/operators to collect real-time condition data and compute PCI scores on-site into the MTC-created regional software.
- Integrates condition data from the platform into TIP and long-range plan prioritization.



Source: <https://streetsaver.com/street-saver-software-products/streetsaver/>

# Peer examples: Atlanta



Use data-driven  
prioritization

Support local  
governments and  
smaller agencies

- TIP scoring explicitly allocates points to asset condition improvements.
- Consolidates regional transit planning.
- Sponsors a Group TAM plan for Section 5307 subrecipients/other Tier II agencies.
- Verifies that all providers set performance targets.
- Maintains a regional transit asset database.



# Other peer examples

- **Dallas-Ft. Worth's Asset Optimization Program** uses lifecycle cost analysis and scenario modeling to identify cost-effective performance gains.
- **Baltimore's plan** lists detailed asset management targets by asset type.
- **Portland** leverages an **Asset Management Advisory Committee**, bringing together engineers, operations staff, IT managers, and finance teams.
- **NCTCOG** uses a data model to find asset optimization projects in corridors.

# Opportunities

Improve data  
coverage, quality,  
and usability

Strengthen  
organizational  
capacity

Integrate  
innovative  
tools

Link asset condition  
directly to capital  
programming at  
scale

Support increased  
and more reliable  
investment in asset  
management



# Congestion management update

Noah Harris, policy analyst

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# What is the congestion management process?



Federal regulations establish the CMP as a required component of regional transportation planning



FHWA defines the CMP as a systematic and regionally-accepted approach for managing congestion that provides **information on system performance** and **assesses strategies** to meet state and local needs

# Resource group guiding comprehensive update



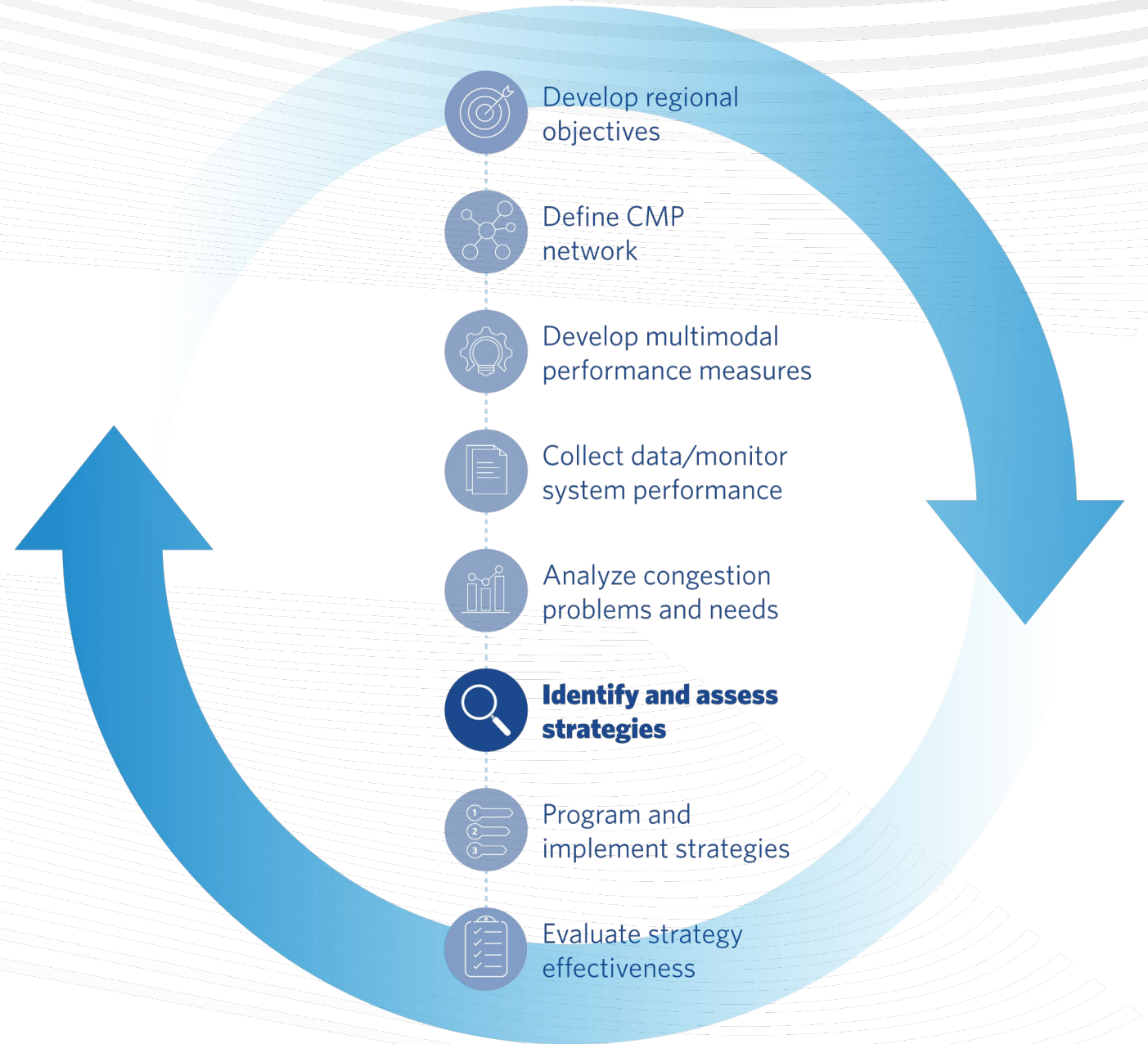
Addresses both technical and policy perspectives



Represents state agencies, departments of transportation, transit service boards, and non-governmental partners

# Regional congestion management follows an eight-step process

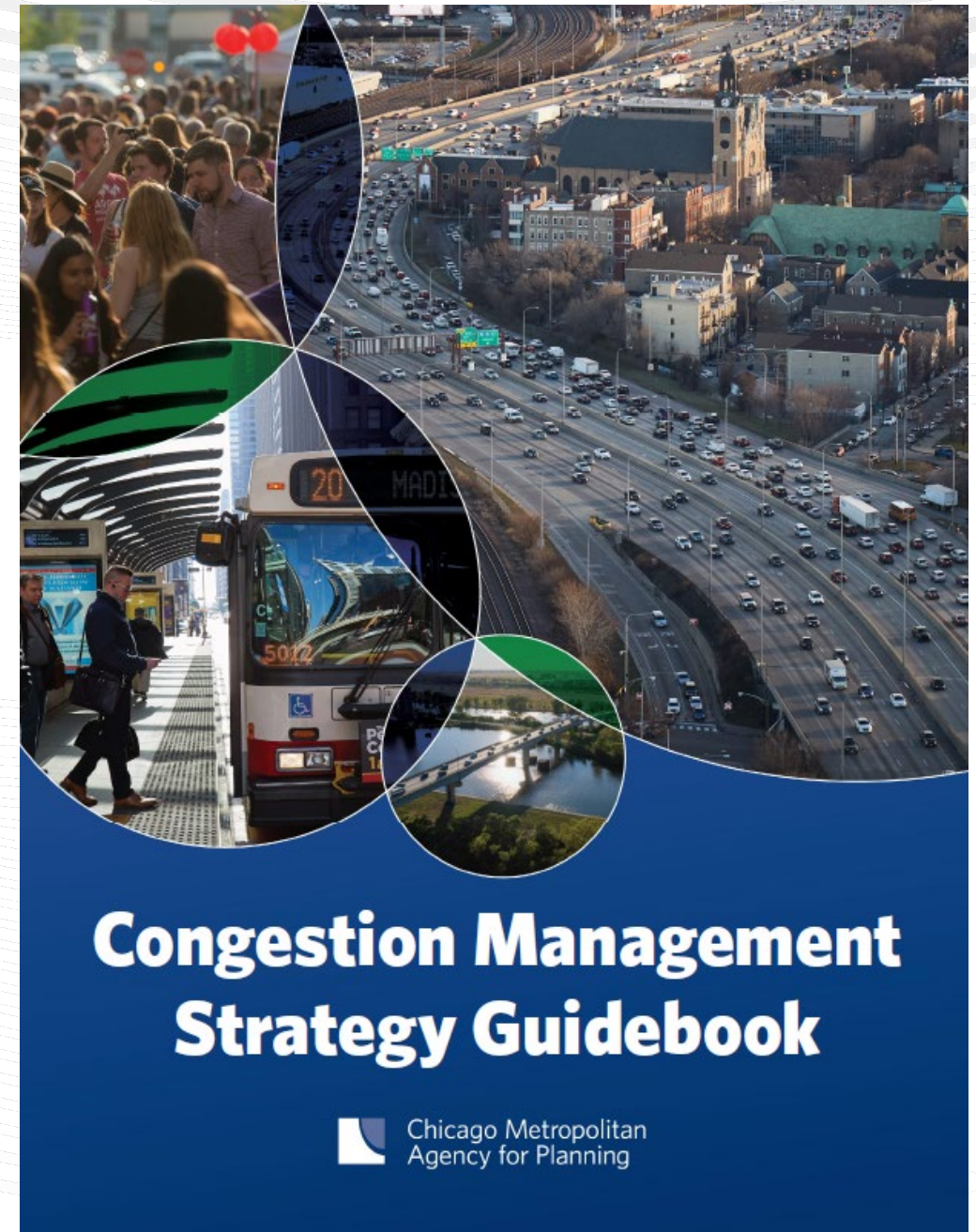
Strategy identification is the focus of step six





# Strategy guidebook

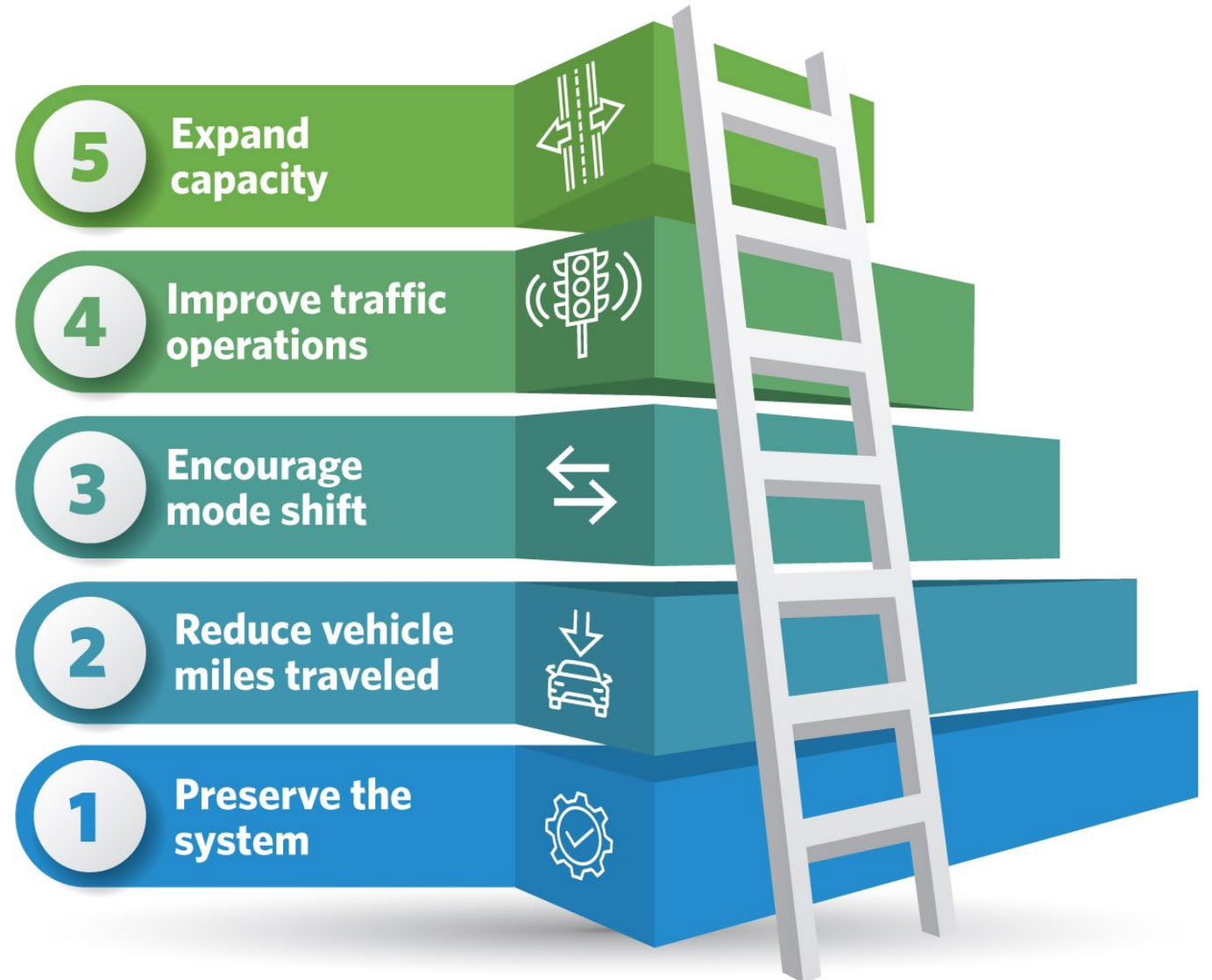
- Provides a framework for addressing congestion across northeastern Illinois
- Outlines a broad range of strategies in support of a comprehensive and flexible approach
- Available to regional partners, implementing agencies, corridor planners, municipalities, and more





# Mobility Solutions Ladder

- Foundation of the guidebook, organizing strategies into a clear, tiered structure
- Encourages consideration first for strategies that manage demand and optimize the existing system



# Strategies to preserve the system

- Recognize that system preservation is foundational to maintaining reliable mobility
- Focus on keeping existing infrastructure in good condition
- Examples include asset performance monitoring and lifecycle management





# Strategies to reduce vehicle miles traveled

- Focus on decreasing the number and length of vehicle trips
- Examples include land use patterns that shorten travel distances, pricing mechanisms that shift travel, and telecommuting arrangements that eliminate trips





# Strategies to encourage mode shift

- Recognize the unique role of transit in northeastern Illinois
- Encourage people to move from single occupancy vehicles (SOV) trips to alternatives like transit, biking, walking, or carpooling





# Strategies to improve traffic operations

- Enhance the efficiency, safety, and reliability of the existing system
- Include signal timing optimization, improved signage, updated intersection designs, and coordinated incident management
- Often more cost-effective than new capacity





# Strategies to expand capacity

- Involve expanding infrastructure to accommodate traffic that cannot be effectively managed through other means
- Address freight travel, interregional trips, and safety or operational challenges

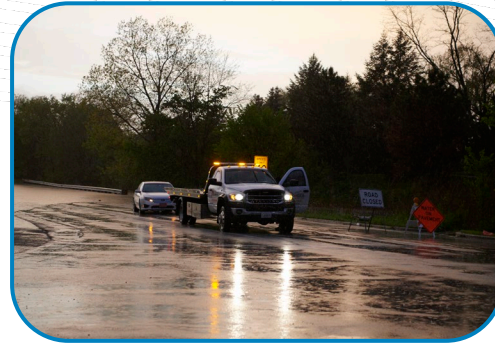




# Strategies for regional coordination



Intelligent  
Transportation  
Systems



Traffic incident  
management



Transit  
operations

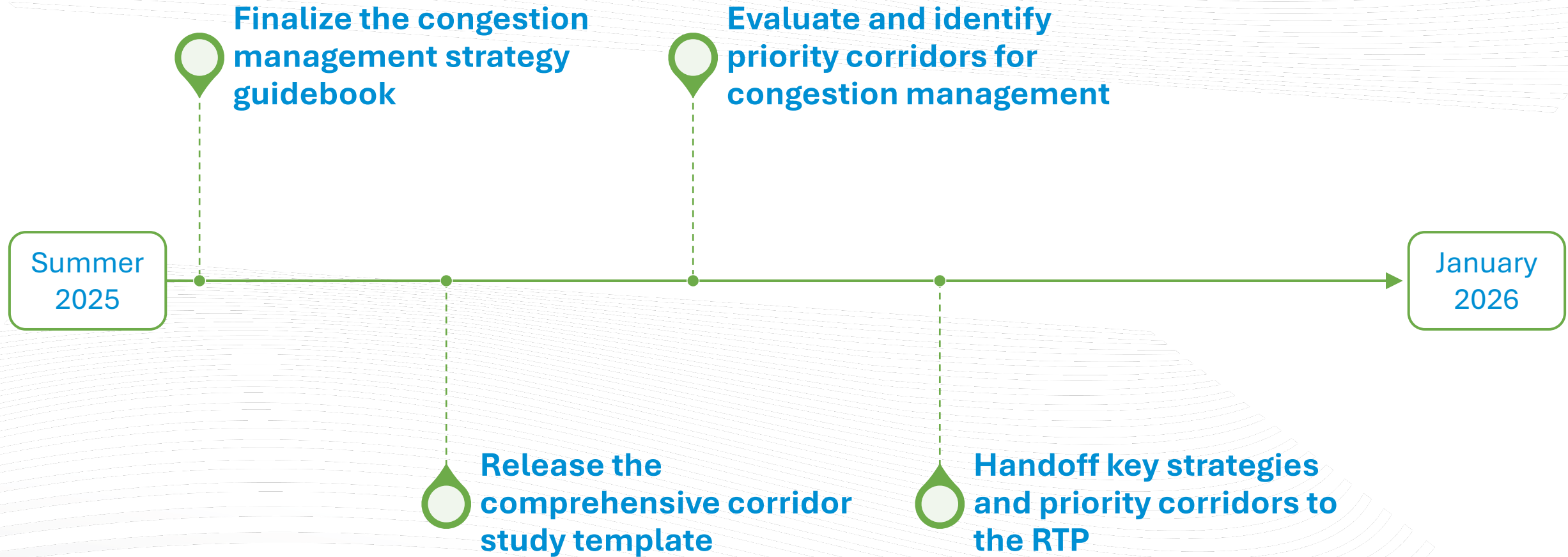


Land use and  
design



Pricing

# Next steps







# Financial plan update

Elizabeth Ginsberg, senior policy analyst

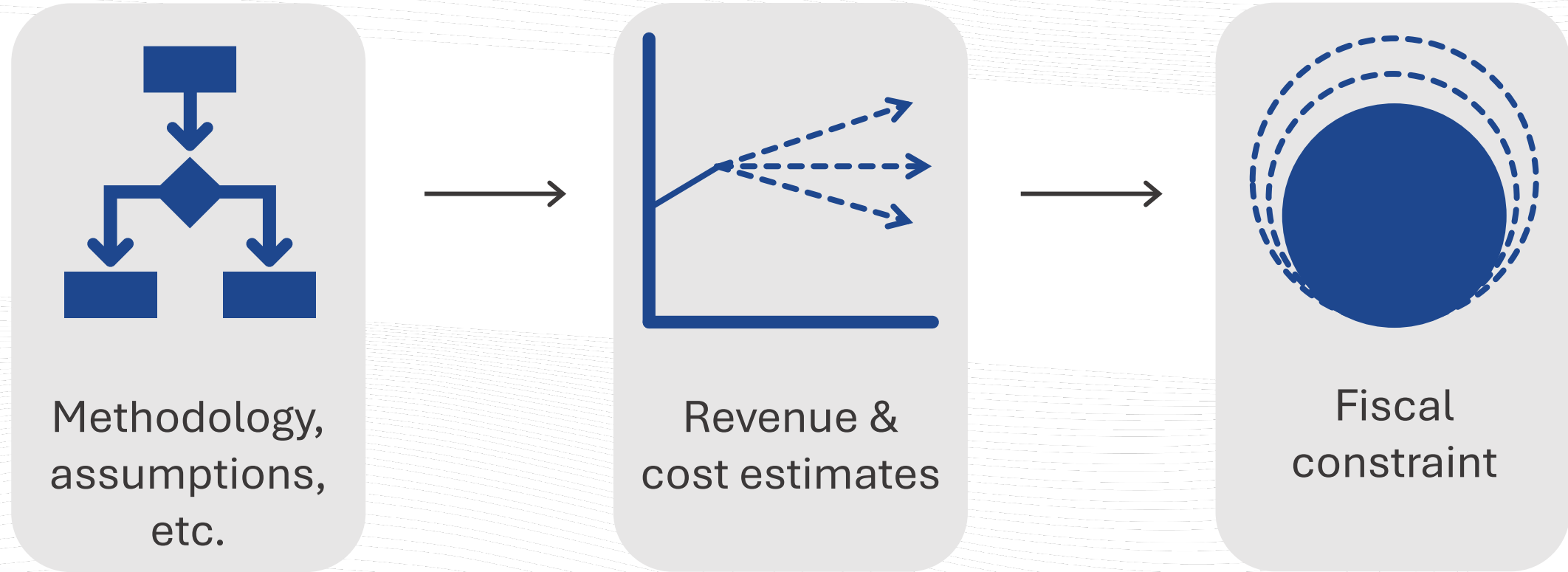
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# Why do we do the financial plan?

The RTP must show **fiscal constraint** by demonstrating that sufficient funding (**revenues**) will be available to invest in the transportation system (**expenditures**), as recommended by the plan.



# What goes into the financial plan?





# What is a risk assessment?

- **Evaluate uncertainties** by identifying, analyzing, and prioritizing the risks associated with key financial assumptions
- **Increase transparency** about the strengths and limitations of long-range financial assumptions
- **Support better decision-making** by revealing the conditions under which fiscal constraint may be at risk
- Enable flexibility and resilience by **identifying strategies** to mitigate risks and minimize impact

# What is a risk assessment?

1

Identify risks

2

Assess & prioritize risks

3

Conduct analysis

4

Refine strategies

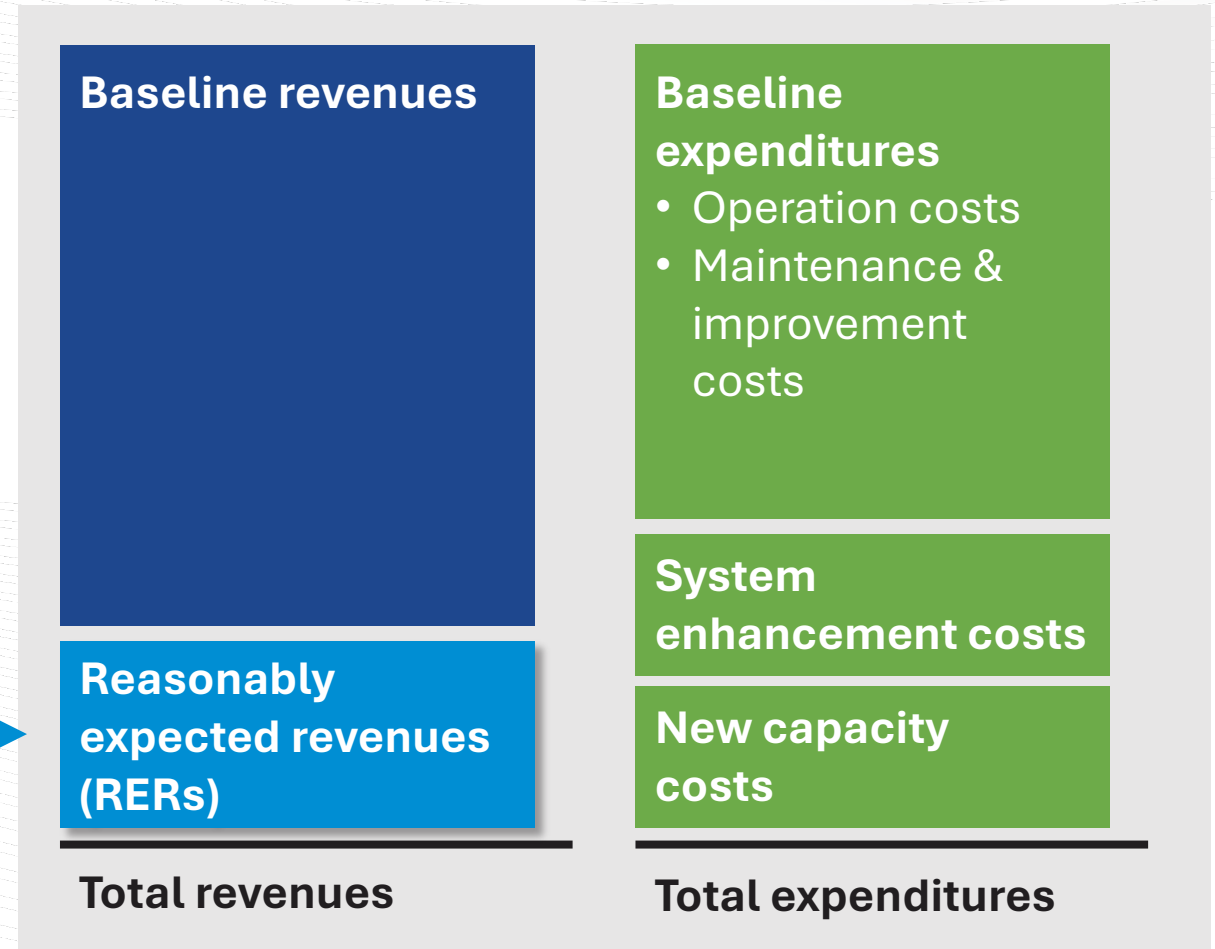
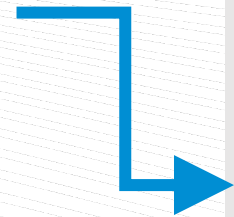
# What are risks to a constrained plan?

- Baseline revenues are insufficient to cover planned expenditures
- Transit operations decline
- Cost growth continues
- Infrastructure needs grow
- Limited coordination results in missed opportunities



# What are risks to a constrained plan?

- **Risk:** Baseline revenues are insufficient to cover planned expenditures
- **Mitigation strategy:** Identify new revenues that are *reasonably expected* to be available over the planning period to ensure the region will have sufficient resources



# Revenue ideas have evolved in recent years

	GO TO 2040 update	ON TO 2050	ON TO 2050 update	PART	External advocacy
<b>SALES TAX</b>	<ul style="list-style-type: none"> <li>Modernize the sales tax base</li> </ul>	<ul style="list-style-type: none"> <li>Modernize the sales tax base</li> </ul>	<ul style="list-style-type: none"> <li>Modernize the sales tax base</li> </ul>	<ul style="list-style-type: none"> <li>Modernize the sales tax base</li> </ul>	
<b>ROAD USAGE CHARGE</b>	<ul style="list-style-type: none"> <li>Increase MFT &amp; replace with RUC</li> </ul>	<ul style="list-style-type: none"> <li>Increase MFT &amp; replace with RUC</li> </ul>	<ul style="list-style-type: none"> <li>Replace MFT with simple RUC</li> </ul>	<ul style="list-style-type: none"> <li>Replace MFT with dynamic RUC</li> </ul>	
<b>TOLLS</b>	<ul style="list-style-type: none"> <li>Congestion pricing on existing system</li> </ul>		<ul style="list-style-type: none"> <li>Expand tolling to reconstructions</li> </ul>	<ul style="list-style-type: none"> <li>Expand tolling &amp; raise tolls</li> <li>Impose CBD cordon</li> </ul>	
<b>PARKING PRICING</b>	<ul style="list-style-type: none"> <li>Expand local, variable parking pricing</li> </ul>	<ul style="list-style-type: none"> <li>Expand local parking pricing</li> </ul>	<ul style="list-style-type: none"> <li>Expand local parking pricing</li> </ul>	<ul style="list-style-type: none"> <li>Increase commercial parking pricing in CBD</li> </ul>	
<b>OTHER USER FEES</b>		<ul style="list-style-type: none"> <li>Regional revenue source (MFT, MVR)</li> <li>Federal cost of freight service fee</li> </ul>	<ul style="list-style-type: none"> <li>Regional revenue source (TNC fee)</li> </ul>	<ul style="list-style-type: none"> <li>Regional user fee surcharges (MFT, MVR)</li> </ul>	<ul style="list-style-type: none"> <li>Last-mile and/or freight delivery fees</li> <li>TNC fees</li> </ul>
<b>OTHER</b>	<ul style="list-style-type: none"> <li>Performance-based funding</li> </ul>			<ul style="list-style-type: none"> <li>Full state funding for reduced fares, paratransit</li> <li>Corporate income tax surcharge</li> <li>Financialize carbon policies</li> </ul>	<ul style="list-style-type: none"> <li>Regional real estate transfer tax for transit</li> </ul>

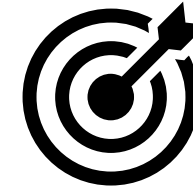
# How do we want to think about new revenues?



## Policy

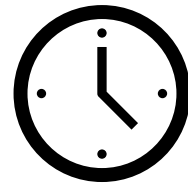


Revenue durability



Alignment with regional goals

## Process



Implementation timeframe



Political feasibility



Administrative feasibility



# Which reasonably expected revenues should move forward?

**Sales tax  
modernization**

**Road usage  
charge**

**Regional  
revenue source\***

**Retail delivery  
fee\***

**Tolls on highway  
reconstructions**

# What are the next steps?

**Refine baseline  
revenue forecast**

**Develop cost estimates**

**Identify reasonably  
expected revenues**

**Conduct risk  
assessment**

# 6.04 Legislative update

## **Kasia Hart, principal**

Staff will provide an update on recent federal and state legislative activity.

ACTION REQUESTED: Information



# 7.0 Other business

**Chair**

# 8.0 Public comment

**Chair**

# 9.0 Next meeting

## Chair

The committee will meet next on September 12, 2025.



# 10.0 Adjournment

**Chair**