



TRANSPORTATION COMMITTEE

AGENDA - FINAL

Friday, September 12, 2025

9:30 AM

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

Members of the public who attend in-person can pre-register for a visitor's pass at info@cmap.illinois.gov until September 11, 2025 at 4:00 p.m. or should plan to arrive early to check-in with the building's information desk for access.

You can also join from your computer, tablet or smartphone.

<https://us06web.zoom.us/j/83578014580?pwd=ZWSDXo42TZrk3BbPaWKipC9mgLWXXK9.1>

Conference Call number: 312 626 6799 US (Chicago)

Meeting ID: 835 7801 4580 Passcode: 198857

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

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

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

If you require a reasonable accommodation or language interpretation services to attend or join the meeting, please contact CMAP at least five days before the meeting by email (info@cmap.illinois.gov) or phone (312-454-0400).

1.0 Call to order and introductions**2.0 Agenda changes and announcements****3.0 Approval of minutes****3.01 Minutes from August 1, 2025**[25-292](#)

PURPOSE & ACTION: Review and approval of meeting minutes.

ACTION REQUESTED: Approval

Attachments: [TC minutes 08.01.25](#)

4.0 CMAP updates**5.0 Items for approval****5.01 FFY 2023-2028 Transportation Improvement Program (TIP) amendments and administrative modifications**[25-290](#)

PURPOSE & ACTION: TIP amendment 25-11 was published to the eTIP website on September 5, 2025 for committee review and public comment. A memo summarizing formal TIP amendment 25-11 and administrative amendments 25-11.1 and 25-11.2 is included in the meeting materials. Staff requests approval of TIP amendment 25-11.

ACTION REQUESTED: Approval

Attachments: [TC\(Memo\)TIP Amend25-11](#)
[Formal TIP Amendment 25-11](#)
[Administrative Amendment 25-11.1](#)
[Administrative Amendment 25-11.2](#)

6.0 Information items**6.01 Regional Transportation Plan (RTP) update**[25-268](#)

PURPOSE & ACTION: CMAP staff will provide an update on the strategy development phase of the RTP, with a focus on intercity bus and rail research. Staff will also provide an update on the Regional Capital Project (RCP) and Financial Plan components of the RTP.

ACTION REQUESTED: Information

Attachments: [Memo - RTP update summary](#)
[Transportation Funding Strategies Memo](#)
[Draft RCP Benefits Report](#)

6.02 Legislative update[25-293](#)

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

ACTION REQUESTED: Information

Attachments: [6.02 Legislative Update Memo 2025-09-05](#)

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 November 21, 2025.

10.0 Adjournment



TRANSPORTATION COMMITTEE

MEETING MINUTES - DRAFT

Friday, August 1, 2025

9:30 AM

Members of the public who attend in-person can pre-register for a visitor's pass at info@cmap.illinois.gov until July 31, 2025 at 4:00 p.m. or should plan to arrive early to check-in with the building's information desk for access.

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<https://us06web.zoom.us/j/83578014580?pwd=ZWSDXo42TZrk3BbPaWKipC9mgLWXK9.1>

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1.0 Call to order and introductions

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

Present: Academic Research Representative 1, ATA Representative, CDOT Representative, CMAP Representative, CoM 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, MPC Representative, NIRPC Representative, Pace Representative, RTA Representative, Tollway Representative, and Will Co Representative

Absent: Academic Research Representative 2, and SEWRPC Representative

Non-Voting: FHWA Representative, and FTA Representative

Noting a physical quorum of the committee, Chair Carrier reported that requests were received from CDOT Representative Mary Nicol and CoM Representative Leon Rockingham to participate in the meeting virtually in compliance with Open Meetings Act requirements. A vote is required.

The Transportation Committee approved the remote participation of CDOT Representative Mary Nicol and CoM Representative Leon Rockingham. Approval carried by the following vote:

Aye: Academic Research Representative 1, ATA 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, MPC Representative, NIRPC Representative, Pace Representative, RTA Representative, Tollway Representative and Will Co Representative

Absent: Academic Research Representative 2 and SEWRPC Representative

Non-Voting: FHWA Representative and FTA Representative

Not Present: CDOT Representative and CoM Representative

Kevin Carrier served as Lake Co Representative, Joe Schofer served as Academic Research 1 Representative, Amy Rynell served as ATA Representative, Mary Nicol served as CDOT Representative, Aimee Lee served as CMAP Representative, Leon Rockingham served as CoM Representative, Tara Orbon served as Cook Co Representative, Cara Bader served as CTA Representative, John Loper served as DuPage Co Representative, Steve Schilke served as IDOT D1, Chuck Abraham served as IDOT- OIPI Representative, Megan Swanson served as IDOT OP&P Representative, Jack Cruikshank served as IEPA Representative, Heidi Files served as Kane Co Representative, Heidi Lichtenberger served as Kendall Co Representative, Scott Hennings served as McHenry Co Representative, David Kralik served as Metra Representative, Audrey Wennink served as MPC Representative, Scott Weber served as NIRPC Representative, Erik Llewellyn served as Pace Representative, Heather Mullins served as RTA Representative, Henry Guerriero served as Tollway Representative, Kristina Kupkowski served as Will Co Representative

Staff present: Victoria Barrett, Teri Dixon, Kama Dobbs, Elizabeth Ginsberg, Noah Harris, Kasia Hart, Hayden Horton, Maren Lutterbach, Martin Menninger, Richard Norwood, Russell Pietrowiak, Ryan Thompto, Elizabeth Scott, Mike Sobczak, Blanca Vela-Schneider

Others present: Hanan Abdillahi, Zaynah Arja, Ewer Canta, Erik Cempel, Rithvika Daren, Drew Duffin,

Brandon Geber, Katie Herdus, George Kandathil, Mike Klemens, David Kovarik, Brian Larson, Leslie Rauer, Joe Surdam

2.0 Agenda changes and announcements

There were no agenda changes or announcements.

3.0 Approval of minutes

3.01 Minutes from May 30, 2025

[25-240](#)

Attachments: [TC minutes 05.30.25](#)

A motion was made by CMAP Representative Aimee Lee, seconded by Kane Co Representative Heidi Files, to approve the minutes from May 30, 2025. The motion carried by the following vote:

Aye: Academic Research Representative 1, ATA Representative, CDOT Representative, CMAP Representative, CoM 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, MPC Representative, NIRPC Representative, Pace Representative, RTA Representative, Tollway Representative and Will Co Representative

Absent: Academic Research Representative 2 and SEWRPC Representative

Non-Voting: FHWA Representative and FTA Representative

4.0 CMAP updates

Aimee Lee, Deputy of Transportation and CMAP Representative, reported on CMAP staff's recent engagements at Elevated Chicago, the Transport Chicago conference, the National Association of Regional Councils annual conference, and the Esri User conference. For its 17th year, CMAP hosted the Future Leaders in Planning (FLIP) program, a program designed to introduce high school students to urban planning through hands-on learning and site visits.

CMAP received a \$2 million appropriation in the state's FY2026 budget that will allow CMAP to address non-transportation related directives in the Regional Planning Act (RPA). Lee reported that 30 projects were selected by CMAP for its Technical Assistance program. The program is in partnership with the RTA which has also finalized selections for its Community Planning program. The 2025 CMAP community data snapshots have been released and can be found on CMAP's northeastern Illinois Development Database website.

Lee announced that IDOT has opened its application process for the 2025 Safe Routes to School Program. This program is a 100%, federally funded opportunity intended to improve student safety in getting to and from school. Applications will be accepted through October 13, 2025.

5.0 Items for approval

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

[25-244](#)

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

Russell Pietrowiak, Program Lead, presented the FFY 2023-2028 Transportation Improvement program formal TIP amendment 25-10 and administrative TIP amendments 25-10.1 and 25-10.2. There are 77 formal amendments for the committee's consideration. Additionally, 206 administrative amendments were reviewed and accepted by staff.

Formal amendments resulted in an increase of \$282.7 million in total costs for all prior, current, and future years. There were several new projects added to the TIP with approximately half of them are for IDOT maintenance projects. IDOT OP&P also added several ITEP funded projects into the TIP. Administrative amendments added \$214.3 million in total costs for all prior, current, and future years.

The net change from the TIP for both formal and administrative amendments has resulted in \$497 million being added to the TIP in prior, current, and future years. The TIP remains fiscally constrained. Staff are seeking approval of formal TIP amendment 25-10.

Discussion ensued regarding the use of TIP funding for safety enhancements and ADA accessibility.

A motion was made by Tollway Representative Henry Guerrero, seconded by DuPage Co Representative John Loper, to approve FFY 2023-2028 formal TIP amendment 25-10. The motion carried by the following vote:

Aye: Academic Research Representative 1, ATA Representative, CDOT Representative, CMAP Representative, CoM 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, MPC Representative, NIRPC Representative, Pace Representative, RTA Representative, Tollway Representative and Will Co Representative

Absent: Academic Research Representative 2 and SEWRPC Representative

Non-Voting: FHWA Representative and FTA Representative

6.0 Information items

6.01 FY2024-FY2025 Section 5310 Recommended Program of Projects

[25-247](#)

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

Heather Mullins, RTA Representative and RTA Division Manager of the Local Planning Program Management, presented the FY2024-FY2025 Section 5310 Program. Section 5310 is a federal formula grant program that provides assistance to public transportation projects that focus on enhancing mobility for seniors and individuals with disabilities.

As a co-designated recipient of the Section 5310 Program, RTA awards and administers operating, mobility management, and capital improvement projects while IDOT awards and administers grants for paratransit vehicles. Project selections for the program are guided by the coordinated public transit Human Services Transportation Plan (HSTP) which was last adopted by the RTA in March 2021. HSTP identifies the transportation needs of individuals with disabilities, older adults, and people with low income and provides strategies in meeting local needs. It also prioritizes transportation services and projects for funding and implementation.

The HSTP recommended nine goals and strategies to meet the transportation needs of seniors and individuals with disabilities and projects selected for the program must meet at least one of the goals. This year's call for projects was opened on March 20, 2025, with applications due on April 24, 2025. Applicants provided a presentation to the Project Selection team and engaged in a question-and-answer session in May. The Project Selection team provided their recommendation of projects that were subject to a 30-day public comment period. The 15 comments received were in support of the Aurora Program. The recommended list of projects will be considered by the RTA at its August 21, 2025, meeting.

Mullins reported that IDOT and RTA, as co-recipients, received \$20 million in federal funding for the FY2024-FY2025 Project, approximately \$800 thousand less than the previous federal grant award. IDOT has agreed to a lower allocation for its vehicle procurements, which has provided RTA with approximately \$16.5 million for operating, mobility, management and capital projects.

Mullins reported the Project Selection team is recommending 16 projects for funding and she highlighted several of the projects. RTA is eligible to take up to 10% of the funding for administrative projects. It will be using this funding to conduct a region-wide coordination study to determine strategies for county-level dial-a-ride services to provide better coordinated services across county lines.

Discussion ensued.

RTA's FY2024-FY2025 Section 5310 Recommended Program of Projects was presented.

6.02 The Century Plan Update

[25-245](#)

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

Elizabeth Scott, Principal Planner, presented an update on the Century Plan, also referred to as the regional vision, in past presentations. The state of Illinois Regional Planning Act requires CMAP to periodically update its comprehensive plan requirements that includes broad stakeholder engagement, guides the physical development of the region, and establishes the foundation for all planning in the region. As a metropolitan planning organization, CMAP must also meet federal requirements that plans for a 20-year planning horizon that includes the involvement of implementers, FTA, and FHWA, as well as development of the regional transportation plans that guide transportation investments, and complies with technical requirements.

In the past, CMAP fulfilled these requirements by creating one, all-encompassing plan through the GO TO 2040 and ON TO 2050 Plans. These comprehensive plans have served the agency well, but there have been challenges in being responsive to world changes and diving deeper into certain topics. To address these challenges, CMAP is developing a vision plan now named the Century Plan and will release action and policy plans that are more in-depth over the lifespan of the Century Plan. The Century Plan will identify the region's priorities, build consensus on challenges and opportunities, articulate a plan for the region, and coordinate progress in the region.

CMAP will be reaching out to committees for their input and guidance throughout the development of the Century Plan. CMAP is currently analyzing existing conditions and scenario planning to understand future opportunities and challenges. It will engage the community to hear their highest priorities for the region. The Century Plan will identify the path to get our region to these goals.

Scott reported on regional trends in demographics. While population growth has remained steady, household growth has increased. It was noted that the region's population is aging with growth in older cohorts but fewer children, and the development of farmland and natural areas has slowed but outpaced infill.

Scott reported that CMAP will be publicly launching the Century Plan on November 4, 2025 which is also CMAP's 20th anniversary. Staff has been working hard on the details of the event and more information will follow.

The Century Plan update was presented.

6.03 Regional Transportation Plan (RTP) update

[25-239](#)

Attachments: [20250801 RTP memo](#)

Ryan Thompto, Principal Policy Analyst, Erik Cempel, Consultant, Noah Harris, Policy Analyst, and Elizabeth Ginsberg, Senior Policy Analyst, provided the Regional Transportation Plan (RTP) update.

Thompto reported the RTP is rooted in ON TO 2050. The development process focuses on three questions: what transportation system do we want?; what are the challenges and opportunities to get there?; and how will we achieve the transportation system we want?

As part of the strategy development of the RTP, CMAP is using existing documents including the ON TO 2050 strategy papers and reports, the work on Mobility Recovery and the Plan of Action for Regional Transit (PART), the Speed Management Report and Transit is the Answer. The RTP will draw upon work that is underway in the Climate Action Plan, the Transportation Resilience Improvement Plan, the Congestion Management Strategy, Financial Plan, and other materials. Staff are working with partners to develop policy briefs on transportation asset management, intercity bus and rail, emergency technology, innovative finance and project delivery, and reasonably expected revenues. Discussion ensued regarding the opportunity to share socioeconomic forecast drafts.

Cempel reported on asset management policy brief. It addresses aging assets, declining revenues, competing priorities, new technologies, and diversity in the types of assets in the transportation system. It looks at existing conditions of the region's aging infrastructure as well as related emerging trends including connected and autonomous vehicles, electric vehicles, and new types of infrastructure. It also reflects the shifting patterns in mobility, drone usage, extreme weather conditions, as well as artificial intelligence and machine learning.

In developing the asset management policy brief, peer agencies were reviewed. Peer agencies have focused on preserving infrastructure before expanding it. They are anchored in performance targets and focused on coordinating across agencies. They use data-driven prioritization, and they provide support to local governments and smaller agencies through technical assistance. He highlighted the work of the Metropolitan Transportation Commission in San Francisco Bay Area and the Atlanta Regional Commission. Opportunities identified through the asset management policy brief include improved data coverage, quality, and usability, strengthened organizational capacity, integrated innovative tools, linking asset conditions directly to capital programming at scale, and increased support and more reliable investment in asset management. Discussion occurred regarding the need for a framework to reevaluate and prioritize projects.

(CoM Representative Leon Rockingham left the meeting at 10:37 a.m.)

Harris provided the Congestion Management Strategy update. Federal regulations establish congestion management as a required component of the regional transportation planning. A resource group was created to guide the comprehensive update addressing technical and policy perspectives. The group is comprised of state agencies, departments of transportation, transit service boards, and non-governmental partners.

The FHWA provides guidance documentation for its eight-step model on congestion management. Today's presentation focuses on the sixth step, identifying and assessing strategies. CMAP and partners developed a strategy guidebook that provides a framework for addressing congestion across the region and outlines a broad range of strategies in support of a comprehensive and flexible approach. The guidebook is intended to aid transportation agencies, local governments, and planning partners responsible for identifying and evaluating implementation strategies that reduce congestion and improve performance of the transportation system. The guidebook includes a Mobility Solutions Ladder that organizes available strategies in a clear, tiered structure. Harris reviewed the strategies identified in the Mobility Solutions Ladder: preserving the existing system, reducing vehicle miles traveled, encouraging mode shift, improving traffic operations, and then expanding capacity. The guidebook also highlights key congestion management strategies that benefit from regional coordination. Next steps include finalizing the congestion management strategy guidebook, releasing the comprehensive corridor study template, evaluating and identifying priority corridors for congestion management, and handing off key strategies and priority corridors for inclusion in the RTP.

Ginsberg provided an update on the financial plan. The RTP is federally required to be fiscally constrained and must demonstrate that there is sufficient funding to invest in the transportation system as recommended by the plan. CMAP must determine the anticipated expenditures and revenue sources necessary to carry out the operation, maintenance and expansion of the region's transportation system between now and 2050. The baseline revenue forecast estimates are made through both assumptions and a specific methodology.

The revenues and expenditure forecasts are subject to economic, policy, and implementation conditions and carry inherent uncertainty and risk. A risk assessment is being developed to evaluate uncertainties, increase transparency, and identify strategies to mitigate risks and minimize impact. Five risks to the constrained plan have been identified: insufficient baseline revenues to cover planned expenditures, transit operations decline, continued cost growth, the need for growing infrastructure, and limited coordination resulting in missed opportunities.

Ginsberg discussed possible new revenue ideas, noting that many were included in GO TO 2040, ON TO 2050, the ON TO 2050 update, and the Plan of Action on Regional Transit. CMAP has worked with CDM Smith to draft a transportation funding strategies policy brief that will be published during the week of August 4, 2025. CDM Smith is also working on a tolling and congestion pricing policy brief and CMAP staff are working on a road user fee charge paper that the agency hopes to release in September. Reasonably expected revenues that may move forward include sales tax modernization, a road user charge, regional revenue source, retail delivery fee, and tolls on highway reconstructions. Next steps include refining baseline revenue forecast, developing cost estimates, identifying reasonably expected revenues, and conducting a risk assessment.

An update of the Regional Transportation Plan was presented.

6.04 Legislative update

25-242

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

Kasia Hart, Intergovernmental Affairs Principal, presented a legislative update. On the federal side, the House of Representatives has adjourned to September and August 1 is the last day of the Senate before it heads into its August recess. On July 4, the President signed into law the One Big Beautiful Bill Act. While the Act has fewer direct impacts on the transportation sector, it significantly impacts how the federal government funds Medicaid and SNAP benefits. This has left states in a difficult position in navigating the deficit and exacerbating state budgetary pressures.

On July 17, the House Appropriations Committee advanced its FY26 Transportation, Housing, and Urban Development Act proposal. A week later the Senate Appropriations Committee approved its version. These bills differ in the policy provisions that are included, and the extent to they rely on the diversion of Infrastructure Investment Job Act (IIJA) funds and new appropriations. The deadline to pass an appropriations package is September 30 unless there is another continuing act passed.

On June 19, the US District Court for Rhode Island issued a preliminary injunction that prevented the US DOT from imposing immigration enforcement conditions on federal funding recipients. So funding that was stalled is now being released.

Hart reviewed the work that both chambers have done on the Surface Transportation Reauthorization. Staff continue to work with regional leaders and other metropolitan agencies to articulate the needs of the region and metropolitan planning organizations.

On the state side, CMAP was successful in obtaining a \$2 million FY26 appropriation from the state to for its Strengthen Communities RPA funding initiative to fulfill non-transportation mandates set in the Regional Planning Act.

Staff continue to monitor transit reform funding in the general assembly. The Illinois Senate passed a bill with similar governance and operational language that was passed by the Illinois House of Representatives but inserted several funding provisions. Staff are analyzing the costs generated by system enhancements and operational improvements and what the revenue projections will be. Staff continue to meet with legislators and government officials in discussing the fiscal cliff. The General Assembly is scheduled to reconvene in October for its veto session.

A legislative update was presented.

7.0 Other Business

There was no other business before the committee.

8.0 Public Comment

John Paul Jones, Grow Greater Englewood, thanked CMAP for their legislative update and the Regional Transportation Plan.

9.0 Next meeting

The next meeting is scheduled for September 12, 2025.

10.0 Adjournment

A motion was made by IEPA Representative Jack Cruikshank, seconded by McHenry Co Representative Scott Hennings, to adjourn the meeting. The motion carried by the following vote:

Aye: Academic Research Representative 1, 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, MPC Representative, NIRPC Representative, Pace Representative, RTA Representative, Tollway Representative and Will Co Representative

Absent: Academic Research Representative 2 and SEWRPC Representative

Non-Voting: FHWA Representative and FTA Representative

Not Present: CoM Representative

The meeting was adjourned at 11:28 a.m.

Minutes prepared by Blanca Vela-Schneider.



MEMORANDUM

To: CMAP Transportation Committee

From: CMAP Staff

Date: September 5, 2025

Subject: Transportation Improvement Program (TIP) amendments

Action Requested: Approval of Formal TIP Amendment 25-11

Since the committee's last meeting, project programmers submitted 59 formal amendments for Transportation Committee consideration. Additionally, 123 administrative amendments were submitted, reviewed, and accepted by staff. Summary information is presented below. A list of projects and report of the full change details for each amendment are available on the Amendments tab of the [eTIP public web page](#). Staff requests committee approval of Formal Amendment 25-11.

Formal Amendment 25-11

A total of 59 formal amendments have been submitted for Transportation Committee approval on amendment [25-11](#). Projects with cost changes above the administrative thresholds (12) added \$60.9M in total cost and \$31.9M in federal participation. New projects (20) added \$147.2M in total cost and \$73.5M in federal participation. Projects (26) with phases moving into or out active TIP years (FFY 25-29) added \$51.7M in total cost and \$22.6 in federal participation. One project was deleted, reducing total cost by \$3.8M and federal participation by \$3.1M. The overall change in total project cost within all prior, current, and future years from this amendment is \$255.9M in total cost, and \$124.9M in federal participation, is shown in the table below.

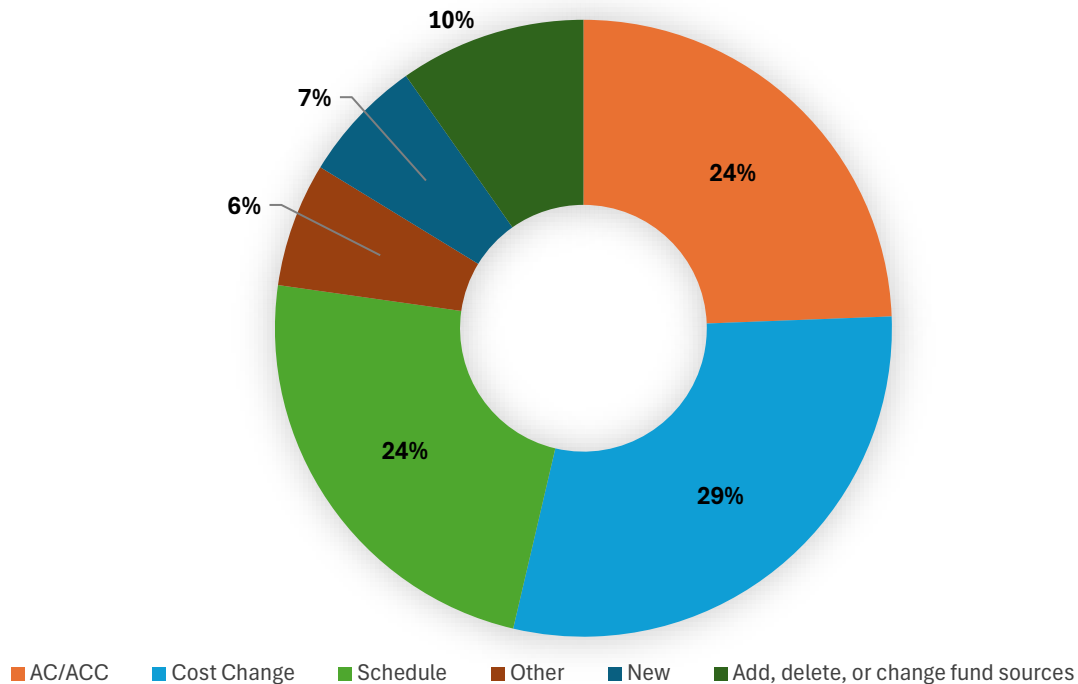
Type of change	# of projects	Change in total cost	Total cost before	Total cost after	Change in federal Participation	Federal Participation before	Federal Participation after
Cost change	12	\$60.9	\$3,412.1	\$3,473.0	\$31.8	\$1,446.3	\$1,478.1
New Project	20	\$147.2	\$0.0	\$147.2	\$73.5	\$0.0	\$73.5
Delete Project	1	-\$3.8	\$3.8	\$0.0	-\$3.1	\$3.1	\$0.0
Project phase moved into or out of active TIP years	26	\$51.7	\$433.4	\$485.1	\$22.6	\$323.8	\$346.4
Grand Total	59	\$255.9	\$3,849.3	\$4,105.2	\$124.9	\$1,773.1	\$1,898.0

All costs in \$ millions

Administrative Amendments 25-11.1 and 25-11.2

A total of 123 Administrative Amendments were submitted, reviewed, and accepted by staff on amendments [25-11.1](#) and [25-11.2](#). Administrative amendments include new projects that are not federally funded or have all federal funds in future years, conversion of project phases to or from Advance Construction (AC), cost changes that are below CMAP's amendment thresholds, changes to project schedules within the years of the TIP, changes to fund sources, and other miscellaneous changes that do not affect the scope, schedule, or funding of projects in a way that requires committee approval.

25-11.1 & 25-11.2 Administrative Amendments - Type of Changes



The most frequent administrative changes are projects with cost changes below the formal thresholds (36). These changes added \$41.9M in total cost while reducing federal participation by \$14.9M. Projects with phases going into or out of advanced construction (AC/ACC) status (30) were the next most common, adding \$0.6M in total cost and \$0.5M in federal participation. Projects with schedule changes (29) did not result in changes in total or federal participation. New projects (8) added \$30.3M in total cost and \$14.8M in federal participation (all in future years). Projects that added, deleted, or changed funds sources (12) reduced total cost by \$0.8M and federal participation by \$2.2M. There were 8 projects with other changes, such as the addition of project IDs or updating project location information, which did not change the total cost or federal participation. The overall result of the administrative changes was an increase of \$72M in total cost and a reduction of \$1.8M in federal participation. Total cost includes all fund sources and all project phases in prior, current, and future years of the TIP. Federal participation includes only federal fund sources for all project phases in prior, current, and future years of the TIP. The type of change, number of projects affected, total project cost, and federal project participation information is shown in the table below.

Type of change	# of projects	Change in total cost	Total cost before	Total cost after	Change in federal participation	Federal participation before	Federal participation after
Phase(s) converted from AC	2	-\$0.1	\$5.8	\$5.8	\$0.0	\$4.0	\$4.0
Phase(s) placed in AC	28	\$0.7	\$144.0	\$144.7	\$0.5	\$92.0	\$92.6
Cost change	36	\$41.9	\$9,171.3	\$9,213.1	-\$14.9	\$4,017.9	\$4,003.0
New Project	8	\$30.3	\$0.0	\$30.3	\$14.8	\$0.0	\$14.8
Schedule change	29	\$0.0	\$6,127.6	\$6,127.6	\$0.0	\$2,583.7	\$2,583.7
Add, delete, or change fund sources	12	-\$0.8	\$33.9	\$33.1	-\$2.2	\$13.7	\$11.4
Other	8	\$0.0	\$74.1	\$74.1	\$0.0	\$46.1	\$46.1
Grand Total	123	\$72.0	\$15,556.7	\$15,628.7	-\$1.8	\$6,757.4	\$6,755.6

All costs in \$ millions



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

MEMORANDUM

To: Transportation Committee

From: CMAP Staff

Date: September 5, 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 August 2025, more than 1,400 people from all seven counties in the CMAP region have responded to the RTP questionnaire.

Several themes have emerged from the responses:

- The most pressing transportation challenges are 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.

Since sharing the draft baseline revenue forecast last spring, CMAP has updated the analysis and are finalizing the expenditure forecast. The expenditure forecast provides a framework for prioritizing investments 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.

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 [Transportation funding strategies: Revenue options for consideration in the Financial Plan for Transportation](#). Additional policy briefs that explore tolling and congestion pricing strategies and next steps towards implementing a road usage charge in Illinois are forthcoming.

Regional capital projects

Through coordination with partner agencies, CMAP has identified 138 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](#).

Congestion management

CMAP has published the [Congestion Management Strategy Guidebook](#), a resource for transportation agencies, local governments, and other planning partners responsible for reducing congestion and improving system performance. The guidebook outlines strategies aligned with regional transportation goals and provides a framework to guide decision-making.

Building on this work, CMAP will also produce a *Comprehensive Corridor Study Template*. This resource will provide guidance for implementing congestion management strategies at the corridor level, particularly for priority corridors, with an emphasis on multiagency coordination. Later this year, CMAP will present a draft list of priority corridors for review and feedback.



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MEMORANDUM

To: Transportation Committee

From: CMAP Intergovernmental Affairs Staff

Date: September 5, 2025

Subject: Legislative update

Action Requested: Information

FEDERAL

Congressional delegation summer engagement

CMAP staff recently met with several members of the region's congressional delegation, including Representatives Sean Casten, Bill Foster, Jesús "Chuy" García, Delia Ramirez, Jan Schakowsky, and Lauren Underwood, as well as staff from Senator Tammy Duckworth's office. These conversations provided an opportunity to update the delegation on planning technical assistance projects in their districts, while also highlighting CMAP's progress in advancing regional priorities in safety, climate mitigation, and economic development.

CMAP will continue to engage and inform the region's congressional delegation on key priorities to help inform federal policy and investment decisions that support the region's long-term success.

FY26 appropriations

Congress has reconvened following its August recess and has four weeks to pass a spending package before September 30, 2025, unless a continuing resolution is passed. Prior to the recess, both the House and Senate Appropriations Committees advanced their versions of the Transportation, Housing and Urban Development, and Related Agencies (THUD) Appropriations Act. The two bills include several differences in both funding amounts and policy provisions. The two chambers will continue negotiations in the coming weeks.

Surface transportation reauthorization

As work towards the next surface transportation reauthorization continues, CMAP staff collaborated with regional transportation implementers, advocacy groups, and stakeholders to develop One Regional Voice 2025 (ORV 2025) which reflects the shared principles of northeastern Illinois transportation stakeholders in the federal surface transportation reauthorization. ORV 2025 outlines key policy principles for the next reauthorization bill, including supporting a transportation system that works better for everyone, adopting the safe systems approach, fostering a robust regional economy, and enhancing quality of life for residents across the region.

CMAP staff will share ORV 2025 with the region's congressional delegation and other federal stakeholders to help inform federal policy and investment decisions in the reauthorization bill. CMAP anticipates that congressional committees will continue drafting reauthorization language over the next several months.

Revised NEVI guidance

On August 11, 2025, Secretary Duffy issued updated Interim Final Guidance revising the National Electric Vehicle Infrastructure (NEVI) program to align with the Administration's executive orders. The NEVI program provides states with funding to deploy publicly accessible EV charging infrastructure. USDOT notes the new guidance is intended to streamline applications and provide states with greater flexibility to accelerate deployment of EV charging infrastructure.

The Interim Final Guidance is effective immediately while FHWA seeks feedback through a request for comments. Under the interim guidance, FHWA is asking states to submit their Infrastructure Deployment Plans within 30 days.

STATE

Transit reform

Throughout the summer, CMAP staff have engaged with members of the General Assembly and other key stakeholders on the importance of enacting adequate and sustainable revenues to address the transit operating funding shortfall and fund the desired system improvements.

As the General Assembly prepares for veto session, CMAP staff will continue engaging legislators, providing analysis, and helping inform any short- and long-term solutions that may be considered related to transit reform.

General legislative activity

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

CMAP staff continue to track legislation before the Illinois General Assembly that impacts the region and is relevant to CMAP's work. The following has been identified by CMAP staff as key pieces of legislation being considered before the Illinois General Assembly that may be of interest to the Transportation Committee.

It should be noted this is not an exhaustive list of legislation tracked by CMAP staff. For more information on other tracked legislation of interest, please contact Ryan Gougis, IGA Specialist at rgougis@cmap.illinois.gov.

FY26 Budget, BIMP, and Revenue

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

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

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

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

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

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

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

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

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

Transit Improvement

[HB3094](#) – **TRANSPORTATION BENEFIT PROGRAM** (Rep. Mah/Sen. Villivalam)

Description: Amends the Transportation Benefits Program Act. Provides that the Act does not apply to a covered employer in the construction industry with respect to employees with whom the covered employer has entered into a bona fide collective bargaining agreement. Makes changes to definitions.

Status: Signed into Law on 8/15/2025 ([Public Act 104-0272](#))

Bike and Pedestrian

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

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

Status: Signed into Law on 8/15/2025 ([Public Act 104-0243](#))

Transportation Funding

[HB1224](#) – **GOVT CONTRACT RETAINAGE** (Rep. Davis/Sen. Preston)

Description: Amends the Public Construction Bond Act. Provides that, before the completion of 50% of the contract for public works, the State or a local governmental unit, except for the Department of Transportation, may not withhold retainage from any payment to a contractor who furnishes the bond or bond substitute required by the Act in an amount in excess of 10% of any payment made before the date of completion of 50% of the contract for public works. Provides that, when a contract for public works is 50% complete, the State or the local governmental unit, except for the Department of Transportation, shall reduce the retainage so that no more than 5% is held. Allows a State agency, subject to these limitations, to withhold as retainage a portion of the moneys from the payment of a contract that is entered into on or after the effective date of the amendatory Act if and only if the State agency determines that satisfactory progress has not been achieved by a contractor or subcontractor

during any period for which a payment is to be made. Requires satisfactory progress to be clearly provided for in the contract between the State agency and the contractor or subcontractor. Provides that retainage may not be used as a substitute for good contract management, and the State agency may not withhold funds without cause. Provides that determinations to retain and the specific amount to be withheld must be made by the State agency on a case-by-case basis based on the performance of milestones under the current contract as provided for in the contract between the State agency and the contractor. Prohibits a contractor from withholding retainage from a subcontractor except to the extent a State agency has withheld retainage from the contractor which is attributable to that subcontractor's subcontract. Defines "retainage". Provides that nothing in the amendatory Act may be construed to modify any provision of the State Prompt Payment Act or the Local Government Prompt Payment Act. Provides that the provision does not apply to the Illinois State Toll Highway Authority. Effective June 1, 2027.

Status: Signed into Law on 8/15/2025 ([Public Act 104-0281](#))

Transportation Infrastructure

HB3177 – TRANSPORT INFRASTRUCTURE-DELIVERY (Rep. Olickal/Sen. Villivalam)

Description: Amends the Innovations for Transportation Infrastructure Act. Provides that the Department of Transportation or the Illinois State Toll Highway Authority may use the design-build project delivery method for transportation facilities if the capital costs for transportation facilities delivered utilizing the design-build project delivery method or Construction Manager/General Contractor project delivery method or Alternative Technical Concepts in a design-bid-build project delivery method do not for transportation facilities delivered by the Department, exceed \$500,000,000 (rather than \$400 million) of contracts awarded on an annual basis (rather than during the Department's multi-year highway improvement program for any 5-year period). Provides that the Department may adjust the applicable monetary threshold on a yearly basis to reflect inflationary costs in highway construction as measured by the United States Department of Transportation in the National Highway Construction Cost Index or other similar index. Requires a notice of any change to that threshold to be published in the Illinois Transportation Bulletin. Removes language that provides that notwithstanding any other law, and as authority supplemental to its existing powers, the Department may use the Construction Manager/General Contractor project delivery method for up to 2 transportation facilities per year. Effective immediately. SA1 to HB3177 removed a provision from the engrossed bill that would have authorized the Department of Transportation to adjust the applicable monetary threshold on a yearly basis to reflect inflationary costs in highway construction as measured by the United States Department of Transportation in the National Highway Construction Cost Index or other similar index. Effective immediately.

Status: Signed into Law on 8/15/2025 ([Public Act 104-0281](#))

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

Description: Amends the Department of Transportation Law of the Civil Administrative Code of Illinois. Provides that the Department of Transportation shall develop and implement a life-cycle costs analysis for each new construction, reconstruction, or replacement road project, except for State rehabilitation and preservation projects, under its jurisdiction for which the total pavement costs exceed \$500,000. Amends the Illinois Municipal Code. Provides that the employee of the Aeronautics Division of the Department of Transportation who is a member of the advisory committee that determines which homes contain windows or doors that cause offensive odors and thus are eligible for replacement shall only cast a vote when breaking a tie. Amends the Illinois Vehicle Code. Provides that every crash report required to be made in writing must be electronically submitted to the Administrator using an electronic format approved by the Administrator (rather than made on an approved form or in an approved electronic format provided by the Administrator). Makes conforming changes. Effective immediately, except that the changes made to the Illinois Vehicle Code are effective January 1, 2027.

Status: Signed into Law on 8/15/2025 ([Public Act 104-0404](#))

[SB2129](#) – **IDOT-LOCAL GOV PORTAL** (Sen. Morrison/Rep. Dias)

Description: Amends the Department of Transportation Law of the Civil Administrative Code of Illinois. Provides that the Department of Transportation shall establish an online portal that allows units of local government to submit forms electronically to the Department. The online portal shall provide a tracking feature for the submission as well as a point of contact at the Department of Transportation.

Status: Signed into Law on 8/15/2025 ([Public Act 104-0409](#))

Transportation Safety

[HB2983](#) – **TRANSPORTATION-VARIOUS** (Rep. Gonzalez, Jr./Sen. Stadelman)

Description: Amends the Illinois Vehicle Code. Requires the Secretary of State to include information advising drivers of the laws and best practices for safely sharing the roadway with bicyclists and pedestrians in the Illinois Rules of the Road Publication. Provides that an applicant for a school bus driver permit or commercial driver's license with a school bus driver endorsement is not required to pass a written test if the applicant holds a valid commercial driver's license or a commercial driver's license that expired in the preceding 30 days issued by another state with a school bus and passenger endorsements. Requires all driver education courses to include information advising drivers of the laws and best practices for safely sharing the roadway with bicyclists and pedestrians. Provides that the examination to test an applicant's ability to read and understand official traffic control devices and knowledge of safe driving practices and traffic laws may be administered at a Secretary of State facility, remotely via the Internet, or in a manner otherwise specified by the Secretary of State by administrative rule. Allows the Secretary to destroy a driving record created 20 or more years ago for a person who was convicted of an offense and who did not have an Illinois driver's license if the record no longer contains any convictions or withdrawal of driving privileges due to the convictions. Provides that the application for an instructor for a driving school must be accompanied by a medical examination report completed by a competent medical examiner (rather than a competent physician). Provides that the restricted commercial driver's license issued for farm-related service industries may be available for periods not to exceed a total of 210 (rather than 180) days in any 12-month period. Removes some of the duration limitations for suspended licenses. Provides that the traffic-control signals also apply to bicyclists. Restricts a person from driving a motor vehicle on a bicycle lane, trail, or path designated by an official sign or marking for the exclusive use of bicycles or pedestrians. Makes other changes. Amends the School Code to make a conforming change. Effective immediately.

Status: Signed into Law on 8/15/2025 ([Public Act 104-0260](#))

[SB1507](#) – **VEH CD-SAFETY ZONES** (Sen. Feigenholtz/Rep. Croke)

Description: Amends the Illinois Vehicle Code. Provides that the University of Illinois Chicago Urban Transportation Center shall conduct a study that includes the following: (1) a comprehensive review of the City of Chicago's website multi-year crash data on North and South DuSable Lake Shore Drive; (2) the available research on potential effectiveness of cameras powered by artificial intelligence in improving compliance and reducing crashes and road fatalities on North and South DuSable Lake Shore Drive; (3) an analysis of driving behavior to detect risky driving patterns and to address the DuSable Lake Shore Drive crash corridors; (4) an assessment of the effectiveness of psychological deterrence in reducing habitual speeding; and (5) an assessment of how fatalities can be reduced using these cameras powered by artificial intelligence and other technical options that may be available in place of cameras powered by artificial intelligence. Provides that the Department of Transportation shall adopt any rules necessary to implement this provision.

Status: Signed into Law on 8/15/2025 ([Public Act 104-0381](#))

[SB1559](#) – **IDOT-TRAFFIC STUDIES** (Sen. Feigenholtz/Rep. Williams)

Description: Amends the Department of Transportation Law of the Civil Administrative Code of Illinois. Requires the Department of Transportation to conduct a traffic study following the occurrence of any crash involving a pedestrian fatality that occurs at an intersection of a State or municipal highway. Sets forth the meeting agendas for State and municipal government departments of transportation if a memorandum of understanding exists between the State and municipal departments of transportation and that memorandum of understanding requires that the 2 bodies meet monthly or regularly. Provides that the Department shall conduct a timely analysis of each fatal traffic crash that occurs on a State or municipal highway that is reported to the Illinois State Police or a local law enforcement agency. Provides that the Department shall conduct periodic analyses to identify trends, patterns, and correlations associated with traffic crashes. Provides that based on its analyses, the Department shall identify potential actions to increase traffic safety. Provides that when appropriate, the Department shall include estimates for the cost of implementation and potential funding options in its identification of such potential actions. Provides that in conducting analyses and in identifying potential actions, the Department shall coordinate with any other department, agency, or organization deemed relevant by the Department. Requires each department of transportation to make the reports of the analysis and the results of the study available to the public upon request. SA2 removed provisions concerning regular meetings between State and municipal departments of transportation, traffic crash analyses. Makes changes to provisions requiring the Department to identify potential action to increase traffic safety. Provides that the Department of Transportation (rather than each department, including State and municipal departments, of transportation) shall make the reports of the analysis and results of the study available to the public upon request. Makes other changes

Status: Signed into Law on 8/1/2025 ([Public Act 104-0110](#))