



TRANSPORTATION COMMITTEE

AGENDA - FINAL

Friday, April 24, 2026

9:30 AM

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

Members of the public who attend in-person can pre-register for a visitor's pass at info@cmap.illinois.gov until April 23 at 4:00 p.m. or should plan to arrive early to check-in with the building's information desk for access.

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

<https://us06web.zoom.us/j/84389866389?pwd=4JDSuktSTdQ4ifjClZt01EzpNa1I1S.1>

Conference Call number: 312 626 6799 US (Chicago)

Meeting ID: 843 8986 6389 Passcode: 699709

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

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

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

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 February 27, 2026**[26-104](#)

PURPOSE & ACTION: Review and approval of meeting minutes.

ACTION REQUESTED: Approval

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

4.0 CMAP updates**5.0 Items for approval****5.01 FFY 2023-2028 Transportation Improvement Program (TIP) amendments and administrative modifications**[26-106](#)

PURPOSE & ACTION: TIP Amendment 26-05 was published to the eTIP website on April 17, 2026 for committee review and public comment. A memo summarizing formal TIP amendment 26-05 and administrative amendments 26-05.1 and 26-05.2 is included in the meeting materials. Staff requests approval of TIP amendment 26-05.

ACTION REQUESTED: Approval

Attachments: [TC Memo \(TIP Amend 26-05\)](#)

6.0 Information items**6.01 Regional Transportation Plan (RTP) update**[26-105](#)

PURPOSE & ACTION: CMAP staff will provide an update on the development of the RTP, with a focus on research conducted through the financial plan.

ACTION REQUESTED: Information

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

6.02 Comprehensive Climate Action Plan (CAP) update[26-108](#)

PURPOSE & ACTION: CMAP staff will provide an overview of the recently released CAP, with a focus on key transportation strategies central to reducing the Greater Chicago region's transportation sector emissions.

ACTION REQUESTED: Information

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

7.0 Other Business

8.0 Public Comment

This is an opportunity for comments from members of the audience.

9.0 Next Meeting

The next meeting is scheduled for May 29, 2026.

10.0 Adjournment



TRANSPORTATION COMMITTEE

MEETING MINUTES - DRAFT

Friday, February 27, 2026

9:30 AM

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

Members of the public who attend in-person can pre-register for a visitor's pass at info@cmap.illinois.gov until February 26, 2026 at 4:00 p.m. or should plan to arrive early to check-in with the building's information desk for access.

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

<https://us06web.zoom.us/j/84389866389?pwd=4JDSuktSTdQ4ifjClZt01EzpNa1I1S.1>

Conference Call number: 312 626 6799 US (Chicago)

Meeting ID: 843 8986 6389 Passcode: 699709

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1.0 Call to order and introductions

Chair Orbon called the meeting to order at 9:31 a.m. She recognized the new vice-chair, Scott Hennings, McHenry County Representative.

Present: Advocacy (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, Advocacy (MPC) Representative, NIRPC Representative, Pace Representative, RTA Representative, SEWRPC Representative, Tollway Representative and Will Co Representative

Absent: Academic Research Representative 1, Academic Research Representative 2 and FTA Representative

Non-Voting: FHWA Representative

The Transportation Committee approved the remote participation of Kendall Co Representative Heidi Lichtenberger. Approval carried by the following vote:

Aye: Advocacy (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, Lake Co Representative, McHenry Co Representative, Metra Representative, Advocacy (MPC) Representative, NIRPC Representative, Pace Representative, RTA Representative, SEWRPC Representative, Tollway Representative and Will Co Representative

Absent: Academic Research Representative 1, Academic Research Representative 2 and FTA Representative

Non-Voting: FHWA Representative

Not Present: Kendall Co Representative

Tara Orbon served as CDOT Representative, Amy Rynell served as ATA Representative, Michael Kent served as CDOT Representative, Aimee Lee served as CMAP Representative, Leon Rockingham served as CoM Representative, Cara Bader served as CTA Representative, John Loper served as DuPage Co Representative, Katie Herdus served as IDOT - D1 Representative, Chuck Abraham served as IDOT - OIPI Representative, Megan Swanson served as IDOT - OP&P Representative, Jack Cruikshank served as IEPA Representative, Gretchen Klock served as Kane Co Representative, Heidi Lichtenberger served as Kendall Co Representative, Kevin Carrier served as Lake Co Representative, Scott Hennings served as McHenry Co Representative, Lynnette Ciavarella served as Metra Representative, Audrey Wennink served as MPC Representative, Tom Vander Woude served as NIRPC Representative, Erik Llewellyn served as Pace Representative, Kyle Whitehead served as RTA Representative, Chris Hiebert served as SEWRPC Representative, Karyn Robles served as Tollway Representative, Christina Kupkowski served as Will Co Representative, and Jon Paul Dipla served as FHWA Representative

Staff present:

Jessie Altman, Bill Barnes, Victoria Barrett, Alex Beata, Aaron Brown, Marielle Brown, John Carpenter, Maddy Clowse, Michael Collins, Sean Connelly, Claire Conzelmann, Teri Dixon, Kama Dobbs, Kate Evasic, Elizabeth Ginsberg, Alex Gomez, Borja Gonzalez, Jon Haadsma, Noah Harris, Kasia Hart, Prithvi Hegde, Craig Heither, Hayden Horton, Natalie Kuriata, Jen Maddux, Matt Marth, Alexis McAdams,

Martin Menninger, Elizabeth Miller, Jennifer Miller, Tom Murtha, Richard Norwood, Tim O'Leary, Stephen Ostrander, Stephane Phiefer, Russell Pietrowiak, Julie Reschke, Katie Reigstad, Elizabeth Scott, Claire Shupe-Diggs, Mike Sobczak, Sarah Stolpe, Ryan Thompto, Blanca Vela-Schneider, Jules Voigt, Max Wagner, Aspen Walters, David Wells

Others present:

Mawuli Agbefe, Garland Armstrong, Thomas Bamonte, Brandon Bell, Katie Bell, Spencer Blackwell, Michael Bodle, Sarah Butterfield, Adam Capets, Josh Cordell, Hugo Coronado, Cindy Cortez, Eric Czarnota, Michael Dunst, Ryan Ferreiras, Jackie Forbes, Dan Forbush, Brandon Geber, Dr. Chloe Groome, Sanjay Gulapalli, Andrew Harris, Kaveh Hemmat, Neville Hemming, Jennifer Henry, Katie Herdus, Ian Horvath, Rochelle Jackson, John Paul Jones, George Kandathil, Mark Kane, Quinn Kasal, Chris Kateyiannis, Michael Kent, Gretchen Klock, David Kovarik, Matt Kowal, David Kralik, Brian Larson, Eddie Lehwald, Nicholas Lenz, Adrian Levin, Kyle Lucas, Kalen Luciano, Jamy Lyne, Sean Maher, Laura McFadden, Michael McLean, Katharine McSteen, Jim Merrell, Ben Nagy, Pat Nogueira, Matt Pasquini, Aisaiah Pellecer, Edith Portales, Leslie Rauer, Paul Reise, Lena Reynolds, Karyn Robles, Adam Rolstad, Todd Schmidt, Michael Sewall, Tim Shambrook, Ben Shepler, Ellen Steinke, Husain Taher, Tasnim Tanveer, Alex Thrush, Matt Truskowski, Michael Vanderhoof, and Adalee Wasikonis

2.0 Agenda changes and announcements

There were no changes to the agenda.

3.0 Approval of minutes

3.01 Minutes from December 19, 2025

[26-012](#)

Attachments: [TC Meeting Minutes 12-19-2025 - draft](#)

A motion was made by CoM Representative Leon Rockingham, seconded by CMAP Representative Aimee Lee, to approve the December 19, 2025 meeting minutes. The motion carried by the following vote:

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

Absent: Academic Research Representative 1, Academic Research Representative 2 and FTA Representative

Non-Voting: FHWA Representative

4.0 CMAP updates

Aimee Lee, Deputy of Transportation and CMAP Representative, welcomed Tara Orbon as the new chair and Scott Hennings as the new vice-chair of the Transportation Committee.

Lee reported that CMAP has completed its State of the Region report which provides a data-driven look at northeastern Illinois' changes over the past decade and what those trends mean for the future. CMAP has also released its 2025 Annual Report, highlighting key accomplishments from the

past year and progress made with regional partners.

CMAP collected travel behavior data from more than 3,500 households across the region through the Phase One My Daily Travel Household Survey. The data captured travel patterns, mode choice, telework, transit use, and barriers to travel. This information will inform CMAP's travel demand modeling, policy analysis, and long-range transportation planning efforts, including development of the Regional Transportation Plan. Additional rounds of the survey are planned.

CMAP staff attended the National Association of Regional Council's Conference of Regions, meeting with Illinois senators and congressional representatives to discuss the Surface Transportation Reauthorization, which expires on September 30. Executive Director Erin Aleman joined IDOT Director of Planning and Programming, Holly Bieneman, to deliver the keynote at the Illinois Section of the Institute of Transportation Engineers Annual Banquet.

Lee highlighted the silver, bronze, and honorable mention winners of the 2025 Bicycle Friendly Community Awards from the League of American Bicyclists. As part of the Safe Streets for All Program, USDOT awarded McHenry County a \$2 million grant for the construction of a roundabout at a high-crash location, and the Village of Evergreen received a \$200,000 grant to complete a pedestrian and cyclist safety demonstration project.

Lee also noted that CMAP is required to undergo federal certification review every four years to ensure its metropolitan transportation planning process meets federal requirements. FHWA and FTA conducted their review at the end of January and provided positive feedback. The final report with recommendations is expected in the coming months.

Lee announced that applications for the 2026 Invest in Cook grant program are now open, with submissions due by March 20, 2026.

5.0 Items for approval

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

[26-043](#)

Attachments: [TC Memo \(TIP Amend26-04\) 02-27-2026](#)

Russell Pietrowiak, Program Lead Analyst, presented FFY 2023-2028 Transportation Improvement Program (TIP) formal revision 26-04 and administrative revisions 26-04.1 and 26-04.2. He provided a brief overview of the TIP modification process. There are 164 formal amendments for the committee's consideration. Additionally, 194 administrative amendments were submitted, reviewed, and accepted by staff.

The formal amendments resulted in an increase of \$936.5 million in total project costs for all prior, current, and future years. Highlights include the addition of \$88 million by IDOT for the I-190 project as it moves closer to construction, based on updated engineering estimates; the submission of 75 formal changes by transit agencies to realign project funding with the RTA Board's approvals; and the inclusion the Bloomingdale Road project over the Canadian National Railroad in DuPage County, reflecting the recent addition of bridge funding projects to the TIP through the Illinois Special Bridge Program.

Administrative Amendments resulted in a decrease of \$51 million in total project costs for all prior, current, and future years. The net change from both formal and administrative changes resulted in \$885.5 million being added to the TIP in prior, current, and future years. The TIP remains fiscally constrained and staff requests approval of formal TIP amendment 26-04.

MPC Representative Audrey Wennink requested that CMAP staff identify new projects entering the TIP.

A motion was made by Lake Co Representative Kevin Carrier, seconded by IEPA Representative Jack Cruikshank, to approve the FFY 2023-2028 Transportation Improvement Amendment 26-04. The motion carried by the following vote:

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

Absent: Academic Research Representative 1, Academic Research Representative 2 and FTA Representative

Non-Voting: FHWA Representative

6.0 Information items

6.01 Regional Transportation Plan (RTP) update

[26-038](#)

Attachments: [TC Memo \(RTP Update\) 02-27-2026](#)
[RTP draft objectives and strategies](#)
[TC Memo \(RTP priority investments\) 02-27-2026](#)
[RCP constraint list 02-2026](#)

Ryan Thompto, Principal Policy Analyst, and Julie Reschke, Senior Analyst, provided an update on the Regional Transportation Plan. He reviewed the project timeline and reported that engagement continues.

Reschke reported that the agenda packet includes a draft list of strategies proposed for the RTP. The strategies and descriptions are intended to be flexible to allow future implementation efforts while providing clarity about the types of transportation actions and outcomes the RTP process has determined are needed.

Last year, CMAP published the Emerging Priorities Report that identified five preliminary goal areas and their respective objectives based on preliminary research and stakeholder feedback. The draft strategies were developed through stakeholder feedback, RTP policy briefs and recent and ongoing regional plans such as ON TO 2050, PART, Speed Management as well as ongoing efforts including the freight assessment and Climate Action Plan.

Reschke reviewed the high-level draft strategies for the five RTP goal areas: Strengthen connections between people and places; Prioritize safety and public health; Mitigate pollution and invest in resilient infrastructure; Support economic prosperity and inclusive growth; and Strategically govern,

fund, and preserve the system.

(Lake Co Representative Kevin Carrier left the meeting at 10:24 a.m.)

A draft RTP plan is expected to be available for public comment in June 2026 and staff requests feedback on the strategies to ensure that 2026 RTP represents the diverse regional perspectives about transportation opportunities and challenges. The final RTP Plan will be considered but the MPO Policy and CMAP Board at their joint meeting in October.

Thompto reported that a key aspect in developing the 2026 RTP included responding to feedback from the 2022 TMA Certification review which looked at CMAP's process in developing the ON TO 2050 Plan. The most critical projects in the region were identified and prioritized through consensus and resources are focused on accomplishing them. Another area that CMAP focused on included smaller scale projects that delivered significant regional benefits. The Prioritization List does not: guarantee funding or CMAP resources; replace implementer decision-making or local prioritization; restrict other projects or programs not included in the list from advancing. The Proposed Prioritized List includes 15 priority investment projects.

Discussion ensued regarding the projects identified on the proposed list of priority investments. It was noted that the North DuSable/Lake Shore Drive project has not been finalized but that by being marked as a regionally significant project, it makes it eligible to obtain federal funding in the future.

An update to the Regional Transportation Plan was presented.

6.02 Comprehensive Climate Action Plan (CAP) update

[26-039](#)

Attachments: [TC Memo \(Update on the CCAP\) 2-27-2026](#)

A motion was made by Will Co Representative Christina Kupkowski, seconded by IDOT - OIPI Representative Chuck Abraham, to table the Comprehensive Climate Action Plan (CAP) update to a date to be determined. The motion carried by the following vote:

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

Absent: Academic Research Representative 1, Academic Research Representative 2 and FTA Representative

Non-Voting: FHWA Representative

6.03 Blue-Ribbon Commission on Transportation Infrastructure and Funding: an overview of recommendations

[26-037](#)

Attachments: [TC \(BRC Memo\) 02-27-2026](#)

Mike Vanderhoof, Bureau Chief of Planning at the Illinois Department of Transportation (IDOT), presented the recommendations from the Blue Ribbon Commission (BRC) final report.

The BRC Report will serve as IDOT's strategic blueprint. In 2022, the Illinois General Assembly passed legislation establishing the BRC, assigning it with 11 duties aimed at enhancing transportation delivery. The Commission was comprised of 15 members, including the IDOT Secretary, legislators, advocates, and subject-matter experts. Beginning in 2023, the BRC began meeting with stakeholders to gather perspectives on IDOT's needs and opportunities.

The report includes 27 recommendations across five overarching objectives: accelerate project delivery; expand workforce capacity; maximize the value of investments; drive sustainable outcomes; and secure adequate funding sources. Vanderhoof reviewed the recommendations under each of the objectives, as well as IDOT's accomplishments since January 2025.

Discussion ensued.

IDOT presented an overview of recommendations by the Blue-Ribbon Commission on Transportation Infrastructure and Funding.

6.04 Legislative update

[26-048](#)

Attachments: [TC \(Legislative Update Memo\) 02-27-2026](#)

Kasia Hart, Government Affairs Principal, reported on federal matters. Congress passed the remaining FY26 appropriations packages including the FY26 T-HUD bill. The House Appropriations Committee has also released FY27 community project funding guidance. Members may begin submitting their requests now and submission for T-HUD projects are due by Friday, March 20. For a highway or transit project, requests must indicate whether the project is included in the TIP or the STIP.

Staff were recently in Washington, DC, meeting with legislators to discuss reauthorization ahead of the September expiration. Staff emphasized the importance of maintaining transportation funding at the levels provided under the Infrastructure and Investment and Jobs Act (IIJA).

At the state level, the bill filing deadline has passed and state legislators are moving to committee activity. Staff continue to review the newly filed bill. Legislators have signaled their intent to introduce a trailer bill for the NITA Act focusing on technical corrections. Several transportation safety-related bills have also been introduced, including proposals to make it easier for municipalities to lower speed limits, expanding transportation safety education in school curricula, and imposing additional restrictions on drivers with multiple significant speeding violations.

The Governor filed his FY27 budget proposal of \$56 billion, representing a 1.6% increase from the previous year. The proposal includes a new fee on social media companies with more than 100,000 users in the state. Staff are in the processing of reviewing the proposed budget to assess its impact on the region.

The legislative update was presented.

7.0 Other Business

IEPA Representative Jack Cruikshank noted he is leaving the IEPA and is stepping down from the Transportation Committee.

8.0 Public Comment

In Person Comments

Chris Kateyiannis, Ellen Steinke, Mawuli Agbefe, Andrew Harris, and Tasnim Tanveer spoke in opposition of the Redefine the Drive/ North DuSable Lake Shore Drive Project current proposed in the Regional Transportation Plan. They asked the Committee to remove the project from the RTP until there is a plan that addresses the public's concerns including congestion, noise pollution, mode shift, road expansion, public health, economic disparities, and access to public space.

A motion was made by RTA Representative Kyle Whitehead, seconded by McHenry Co Representative Scott Hennings, to extend public comment an additional 15 minutes. The motion carried by the following vote:

Aye: Advocacy (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, McHenry Co Representative, Metra Representative, Advocacy (MPC) Representative, NIRPC Representative, Pace Representative, RTA Representative, SEWRPC Representative, Tollway Representative and Will Co Representative

Absent: Academic Research Representative 1, Academic Research Representative 2 and FTA Representative

Non-Voting: FHWA Representative

Not Present: Lake Co Representative

In-Person Comments continued

Kyle Lucas and Kaveh Hemmat spoke in opposition of the Redefine the Drive/North DuSable Lake Shore Drive Project current proposed in the Regional Transportation Plan. It was reported that IDOT presented its preferred alternative in 2024, which remains the version currently being advanced, and that no further communication has been provided regarding a revised plan for North DuSable Lake Shore Drive. It was suggested that funding be directed toward creating a strong public transit infrastructure.

Virtual Attendee Comments

Garland Armstrong, former Illinois resident, emphasized the need for the CTA to be well-prepared during major bridge repair and at key intersections to ensure pedestrian safety. He also congratulated Chair Tara Orbon and Vice-Chair Scott Hennings on their new roles on the Transportation Committee.

Kalen Luciano, Eddie Lehwald, and Matthew Truskowski expressed opposition to the current version of the Redefine the Drive/North DuSable Lake Shore Drive Project. If the project moved forward, years of traffic disruptions along the lakefront are expected, which would require significant preemptive investments in public transit and would ultimately render the project unnecessary.

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

- Aye:** Advocacy (ATA) Representative, CDOT Representative, CMAP Representative, 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, McHenry Co Representative, Metra Representative, Advocacy (MPC) Representative, NIRPC Representative, Pace Representative, RTA Representative, SEWRPC Representative, Tollway Representative and Will Co Representative
- Absent:** Academic Research Representative 1, Academic Research Representative 2 and FTA Representative
- Non-Voting:** FHWA Representative
- Not Present:** Lake Co Representative

Virtual Comments continued

Ian Horvath, Michal McLean, and Neville Hemming expressed opposition to the Redefine the Drive/North DuSable Lake Shore Drive project. People would like to see more public transit in this area with bike and park amenities that are easy to access. There was concern about the current number of traffic crashes on the roadway and the potential for an increase if the project proceeds.

Written Comments

Chair Orbon reported more than four hundred written comments regarding the Redefine the Drive/North DuSable Lake Shore Drive project, as it relates to the Regional Transportation Plan, had been received as of 5:00 pm yesterday. These comments will be documented and included in the meeting minutes. As is standard practice for the Transportation Committee, the chair and vice-chair will read written public comments in the order they were received. Comments that are substantially duplicative will not be read aloud in the interest of time.

Chair Orbon and Vice-Chair Hennings read written comments from John Mistretta, Sam Judd-Kimm, Peter Jantsch, Nathan Danek, Noah Rossi, Keith of Car Free Keith YouTube channel, and Ariel Ropp expressing their opposition to Redefine the Drive/North DuSable Lake Shore Drive project.

There were no motions to extend public comment.

8.1 Written public comment

[26-096](#)

- Attachments:** [Public comments 02.24.26](#)
[Public comments 02.25.26](#)
[Public comments 02.26.26 12:00 am - 9:30 am](#)
[Public comments 02.26.26 09:31 am - 12:30 pm](#)
[Public comments 02.26.26 12-31 pm - 1:15 pm](#)
[Public comments 02.26.26 1:16 pm - 2:00 pm](#)
[Public comments 02.26.26 2:01 pm - 3:00 pm](#)
[Public comments 02.26.26 3:01 pm - 4:00 pm](#)
[Public comments 02.26.26 4:01 pm - 5:00 pm](#)
[Public comments 02.26.26 5:01 pm - 7-30 pm](#)
[Public comments 02.26.26 7:31 pm - 10:00 pm](#)
[Public comments 02.26.26 11:01 pm - 02.27.26 07:30 am](#)
[Public comments 02.27.26 07:31 am - 12:00 pm](#)

Written public comments received before and through the end of the February 27, 2026 Transportation Committee meeting.

9.0 Next Meeting

The next meeting is scheduled for April 24, 2026.

10.0 Adjournment

A motion was made by CMAP Representative Aimee Lee, seconded by RTA Representative Kyle Whitehead, to adjourn the meeting. The motion carried by the following vote:

Aye: Advocacy (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, McHenry Co Representative, Metra Representative, Advocacy (MPC) Representative, NIRPC Representative, Pace Representative, RTA Representative, SEWRPC Representative, Tollway Representative and Will Co Representative

Absent: Academic Research Representative 1, Academic Research Representative 2 and FTA Representative

Non-Voting: FHWA Representative

Not Present: Lake Co Representative

The meeting was adjourned at 12:01 p.m.

Minutes prepared by Blanca Vela-Schneider

MEMORANDUM

To: CMAP Transportation Committee

From: Russell Pietrowiak, Program Lead

Date: April 17, 2026

Subject: Transportation Improvement Program (TIP) amendments

Action Requested: Approval of Formal TIP Amendment 26-05

Since the committee’s last meeting, project programmers submitted 90 formal amendments for Transportation Committee consideration. Additionally, 267 administrative amendments were submitted, reviewed, and accepted by staff. Summary information is presented below. An interactive list of projects for each amendment is available on the [Plan Revisions tab](#) of the [eTIP public website](#) and reports detailing individual project changes are linked in the agenda. Committee approval of [Formal Amendment 26-05](#) is requested.

Formal Amendment 26-05

Formal Amendment 26-05 includes 90 projects that have been submitted for Transportation Committee approval. Projects adding new federal funding or removing all federal funding (18) resulted in a \$3.5M decrease in total cost and a \$55M decrease in federal participation. Projects with cost changes above the administrative thresholds (19) added \$280.3M in total cost and \$213.1M in federal participation. New projects (16) added \$89.8M in total cost and \$45.8M in federal participation, while Deleted projects (3) removed \$1.2M in total cost and \$1.9M in federal participation. Projects (34) with phases moving into or out of active TIP years (FFY 2026-30) added \$11.3M in total cost and \$16M in federal participation. The overall change in total project cost within all prior, current, and future years from this amendment is the addition of \$376.7M in total cost, and \$218M in federal participation, as shown in the table below.

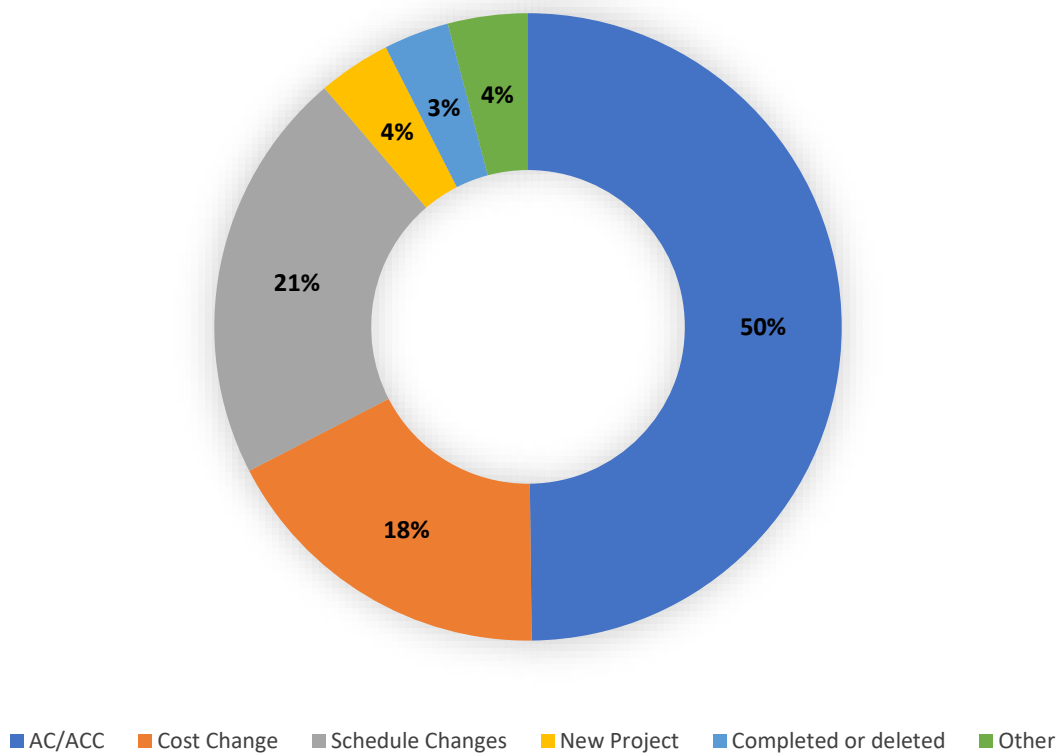
Type of change	# of projects	Change in total cost	Total cost after changes	Change in federal cost	Federal cost after changes
Add or remove all federal funds	18	-\$3.5	\$218.8	-\$55.0	\$13.7
Cost change	19	\$280.3	\$1,269.2	\$213.1	\$835.9
Deleted Project	3	-\$1.2	\$5.6	-\$1.9	\$0.7
New Project	16	\$89.8	\$89.8	\$45.8	\$45.8
Phase(s) moved in/out of TIP years	34	\$11.3	\$407.5	\$16.0	\$261.4
Grand Total	90	\$376.7	\$1,990.9	\$218.0	\$1,157.5

All costs in \$ millions

Administrative Amendments 26-05.1 and 26-05.2

A total of 267 administrative changes were submitted, reviewed, and accepted by staff on amendments 26-05.1 and 26-05.2. Administrative changes include new projects that are not federally funded or have all federal funds in future years, conversion of project phases to or from Advance Construction (AC), cost changes that are below CMAP's formal amendment thresholds, changes to project schedules within the years of the TIP (FFY 2026-30), changes to fund sources, and other miscellaneous changes that do not affect the scope, schedule, or funding of projects in a way that requires committee approval.

26-05.1 & 26-05.2 Administrative Amendments - Type of Changes



Administrative changes made with phases going into (46) or converted from (87) advance construction removed \$13.8M in total cost and reduced federal participation by \$13.4M. New projects (10) added \$139.4M in total cost, of which \$69.8M is anticipated to be federal participation. Adjustments made to complete two projects reduced total cost and federal participation by \$1.5M. Another \$0.2M was removed with the deletion of 7 projects. Schedule (57) and other (11) changes, such as the addition of project IDs or clarification of project descriptions, were made with no impact to programmed funding. The overall result of the administrative changes was an increase of \$52.9M in total cost and an increase of \$24.4M in federal participation.

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

Type of change	# of projects	Change in total cost	Total cost after changes	Change in federal cost	Federal cost after changes
Completed Project	2	-\$1.5	\$1.1	-\$1.5	\$0.6
Cost change	47	-\$71.0	\$4,973.2	-\$30.5	\$4,022.4
Deleted Project	7	-\$0.2	\$0.6	\$0.0	\$0.0
New Project	10	\$139.4	\$139.4	\$69.8	\$69.8
Other	11	\$0.0	\$1,954.3	\$0.0	\$1,386.2
Phase(s) converted from AC	87	-\$8.2	\$5,836.0	-\$8.3	\$910.5
Phase(s) placed in AC	46	-\$5.6	\$2,702.3	-\$5.1	\$2,086.1
Schedule change	57	\$0.0	\$803.9	\$0.0	\$510.8
Grand Total	267	\$52.9	\$16,410.8	\$24.4	\$8,986.5

All costs in \$ millions



MEMORANDUM

To: Transportation Committee

From: CMAP Staff

Date: April 17, 2026

Subject: Regional Transportation Plan update

Action Requested: Information

During the April Transportation Committee meeting, staff will provide an update on the development of the 2026 Regional Transportation Plan (RTP), with a focus on research conducted through the financial plan.

Progress continues to develop the 2026 RTP. With the constrained Regional Capital Projects (RCPs) having been proposed at the February Transportation Committee meeting as well as the March Board and MPO Policy Committee meetings, CMAP initiated federally mandated analyses about nondiscrimination and air quality conformity. Analyses will conclude this spring in preparation for proposed adoption of the final RTP in October 2026.

Financial plan update

To meet federal requirements for fiscal constraint, CMAP has prepared long-range financial forecasts to estimate baseline revenues and expenditures and identify additional reasonably expected revenues. Following recent decisions regarding the constrained RCP list, the draft fiscal constraint stands at \$573 billion between 2027 and 2050, in year of expenditure dollars.

This figure is the culmination of over two years of research and analysis, as well as coordination with implementers on assumptions, data, and forecast methodologies. Despite these efforts, it holds true that any forecast is fundamentally an effort to assess future conditions despite present-day uncertainty. Even the most sophisticated plans and financial forecasts are subject to economic, policy, and implementation uncertainties over 20-plus-year horizons. To further support the success of the RTP — beyond developing revenue and expenditure forecasts — the staff are conducting a risk assessment. Staff will provide an update on these efforts and key findings.

Once complete, the risk assessment’s sensitivity analyses and scenarios — which explore key financial assumptions, such as the availability of future revenue streams, cost escalation rates, and project delivery schedules — will reveal the conditions under which the fiscal constraint may be at risk (Table 1). By providing greater transparency into the strengths and limitations of a long-range forecast, this exercise has informed the RTP strategies that seek to fortify the region’s ability to responsibly implement its transportation priorities and support better decision-making in the face of uncertainty.

Table 1: List of risks under consideration in the Financial Plan risk assessment

Revenue	Expenditures
Decreased federal funding	Increased material and labor costs
Decreased state funding	Increased financing costs
Increased fuel efficiency	Project delays
Lower growth in vehicle miles traveled	Lack of coordination
Reduced population forecast	Operating inefficiencies
Economic downturns	Disruptive technological changes
Reduced transit fare revenue	Escalated weather-related impacts
Inadequate public subsidy of transit	Increased roadway wear

Next steps for transitioning to a road usage charge

A key assumption that enables the region to constrain the RTP is the inclusion of reasonably expected revenues (RERs) in the financial plan. 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 and beyond. The risk assessment exercise further illustrates how these RERs can be important strategies that mitigate the region’s risk to uncertainties, including funding shortages that may be beyond the region’s control.

Due to improvements in vehicle fuel efficiency that are contributing to year-over-year reductions in the number of gallons of fuel purchased, the motor fuel tax (MFT) is losing its efficacy as a primary funding source for transportation. Although Rebuild Illinois improved this dynamic by doubling the MFT rate and indexing it to inflation in 2019, MFT revenues are projected to continue growing at a slower rate than transportation costs. For this reason, in line with ON TO 2050 and prior CMAP planning efforts, the financial plan includes the replacement of the MFT with a road usage charge (RUC).

The transition to a RUC would represent a significant shift in the way Illinois pays for transportation. However, it would also be an important step towards a more solvent and efficient system. To support the inclusion of a RUC as a RER, and to discuss the path forward, CMAP has published [Advancing a road usage charge in Illinois](#), a whitepaper that presents a framework for future RUC implementation considerations and RUC-related policy questions to explore. Staff will provide an overview of the whitepaper, which recommends a feasibility study as the next tangible step towards an innovative, reliable, and context-appropriate RUC program in Illinois.



MEMORANDUM

To: Transportation Committee

From: CMAP Staff

Date: April 17, 2026

Subject: Update on the Comprehensive Climate Action Plan for Greater Chicago

Action Requested: Information

Purpose

The project team will update the Transportation Committee on the recently published [Comprehensive Climate Action Plan \(CAP\) for Greater Chicago](#), funded by the U.S. Environmental Protection Agency’s Climate Pollution Reduction Grant. The CAP was created through a partnership between CMAP, the Metropolitan Mayors Caucus, and Northwestern Indiana Regional Planning Commission. It serves as the first regional framework to address all major greenhouse gas emissions across a 13-county area spanning Illinois, Indiana, and Wisconsin.¹

Since the CAP team last met with the committee in August 2024, the team engaged with the CAP steering committee and working groups over the span of 14 months to seek feedback through the plan development process. The CAP was submitted to USEPA in advance of the December 2025 deadline and published in March 2026.

At the April meeting, staff will give an overview of the CAP, identifying the plan’s study area, its emissions profile, and the future policy scenarios outlined in the plan. Staff will also highlight the plan’s core actions with a focus on the key transportation strategies that are central to reducing the Greater Chicago region’s transportation sector emissions — reducing vehicle miles traveled and electrifying vehicles. For more details on the plan, visit [CMAP’s climate action plan webpage](#).

Below are key project updates, identifying key milestones that occurred between August 2024 and December 2025 but will not be discussed at length during the April meeting. Following the project updates is additional information about the final plan structure and CMAP’s next steps.

1. Project updates

1.1. Emissions profile

CMAP staff updated the 2020 Greenhouse Gas Inventory² for the 13-county planning area.³ In 2020, the 13 counties produced approximately 152 million metric tons of carbon dioxide equivalent (MMT CO₂e) of GHG emissions (Figure 1).

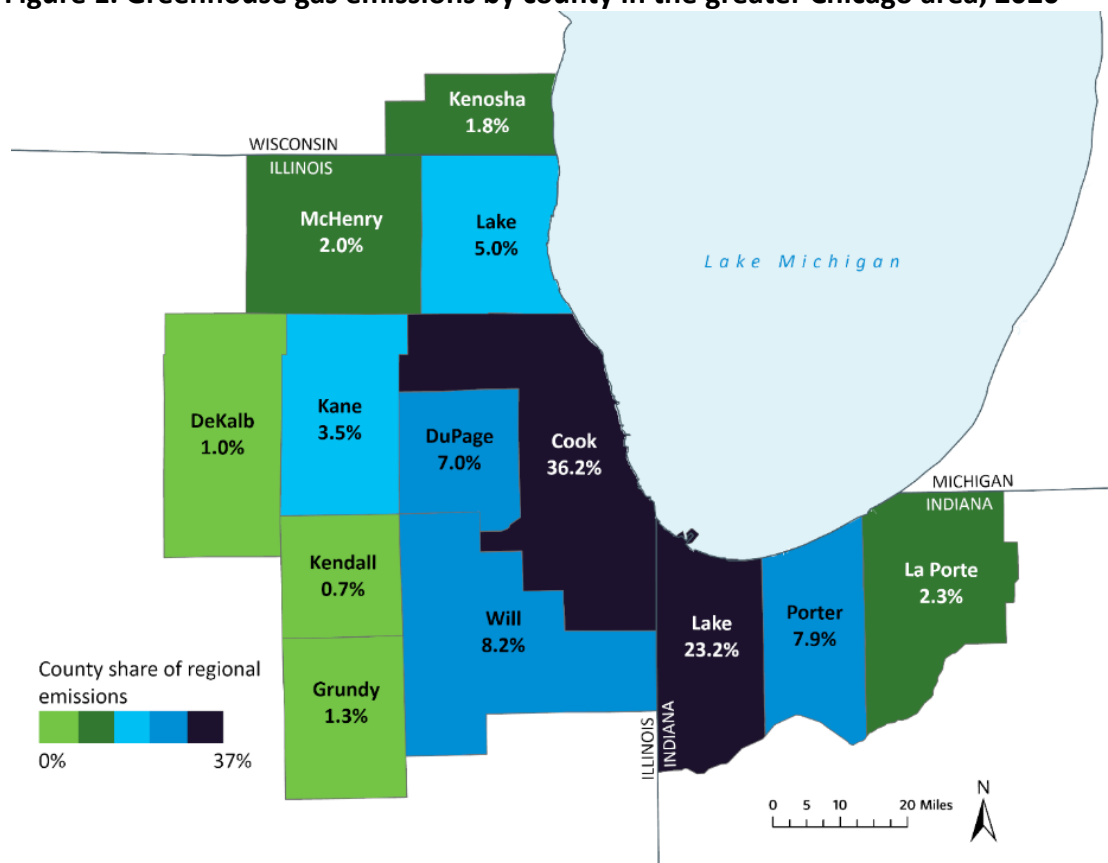
Most emissions come from three sectors:

- **Industry** (36%): reflecting the region's concentration of steelmaking, refining, and manufacturing.
- **Buildings** (35%): driven largely by fossil-fuel-based heating in homes, businesses, and institutions.
- **Transportation** (26%): primarily gasoline and diesel used for passenger and freight travel.

Smaller but important shares come from agriculture, waste, and water and wastewater systems, while trees and wetlands remove about 2 percent of total annual regional emissions through carbon sequestration.

Emissions vary significantly between counties. While Cook County produces the most total emissions, industrial counties in northwest Indiana have the highest emissions per person. This highlights how development patterns, transportation assets, and industry clusters shape the region's emissions landscape — and the need for strategies tailored to each county's unique profile. See the plan's *Chapter 2. GHG emissions and trends* for more information.

Figure 1. Greenhouse gas emissions by county in the greater Chicago area, 2020



Source: CMAP, 2025.

1.2. Economy-wide reduction targets

The CAP Steering Committee confirmed the plan’s target to reduce gross greenhouse gas emissions 48 percent by 2035 and 86 percent by 2050 relative to 2005 levels.⁴ The plan uses economy-wide modeling to identify the reductions needed in each sector to achieve this regional target, recognizing that decarbonization potential varies across sectors (see Tables 1 and 2).

Table 1. Sector reduction targets for the 13-county region to achieve the plan’s overall reduction targets

Sector	Emissions (MMT CO ₂ e)				Reduction needed (from 2005)	
	2005	2020	2035	2050	2035	2050
Buildings	66.64	53.99	36.54	3.35	-45%	-95%
Transportation	56.05	39.57	21.77	4.89	-61%	-91%
Industry	65.15	55.95	39.36	15.14	-40%	-77%
Waste	1.54	0.96	0.66	0.70	-57%	-56%
Water and wastewater	-	1.70	1.10	0.57	-	-
Agriculture	2.13	2.14	1.56	1.56	-27%	-27%

Gross emissions	192.92	154.27	100.48	26.23	-48%	-86%
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Note: 2005 water and wastewater emissions are included within the buildings and waste sectors due to limited data availability for these sources during that year.

Source: CMAP and E3, 2025.

Table 2. Emission offsets by natural carbon sequestration for the 13-county region

Sector	Emissions captured (MMT CO2e)				Increase in emissions offset	
	2005	2020	2035	2050	2035	2050
Natural carbon sequestration	3.57	2.74	4.15	6.25	16%	75%

Source: CMAP and E3, 2025.

1.3. Emissions modeling

The project team used E3’s Pathways model to create the future GHG emissions scenarios. Pathways is an economy-wide energy and greenhouse gas emissions accounting model designed to help policymakers evaluate strategies for decarbonization. It is not an optimization model; instead, it compares user-defined scenarios to show the impacts of different climate and energy policy choices.

For each reduction strategy, the team specified key assumptions that influence energy demand, such as electric vehicle adoption or building heating needs. The Pathways model then estimates annual energy use and greenhouse gas emissions across all major sectors, including residential and commercial buildings, industry, and transportation, among others.

With the guidance and expertise of CAP sector-specific working groups for transportation, buildings, and industry, as well as community working group and CMAP’s climate committee, the project team developed a series of emission reduction strategies to be included in the plan. These strategies were informed by recommendations from recent regional decarbonization efforts as well as national and state-level efforts and refined over the course of the project. For more information on this process, see the meeting materials with these groups on the project’s [webpage](#).

The project team then grouped GHG reduction strategies into three scenarios – the current policy scenario, the plan implementation scenario, and the state and local portion of the plan implementation scenario, as described in Section 1.4.⁵

1.4. Future emissions scenarios

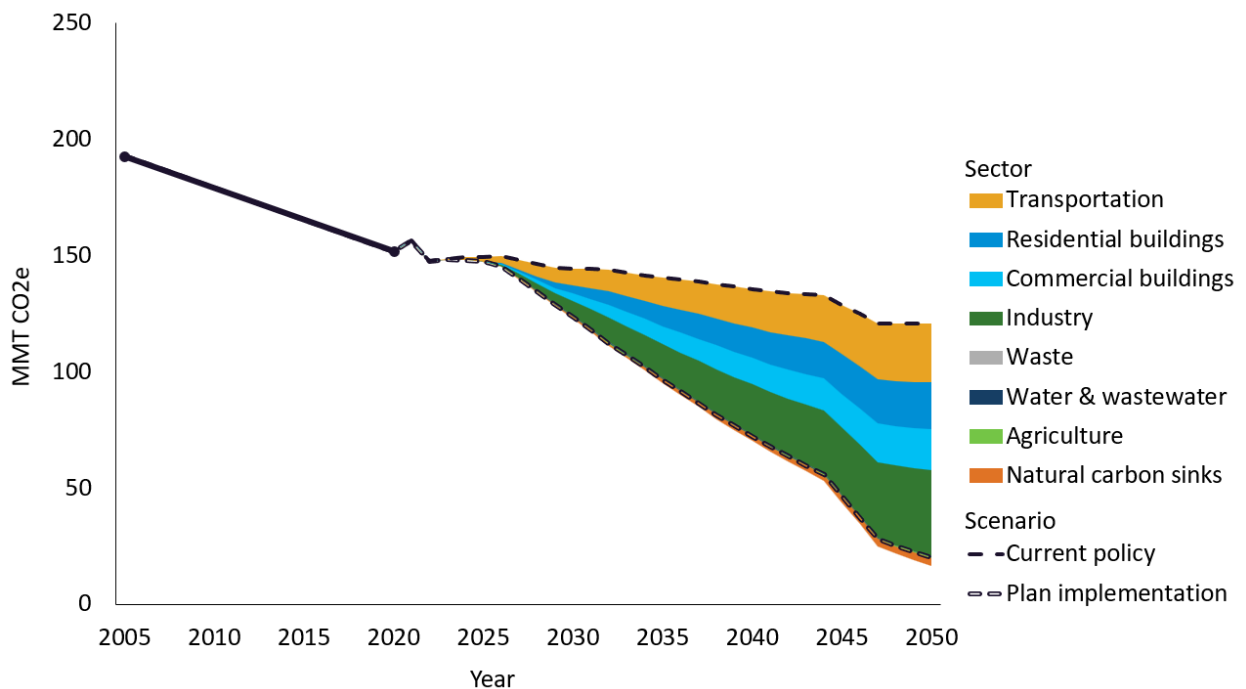
Three policy scenarios illustrate the range of emissions reductions achievable under different levels of policy ambition and coordination (Figures 2 and 3):

- **Current policy scenario:** Reflects existing federal and state policies — such as Illinois’ Climate and Equitable Jobs Act (CEJA) — and represents a business-as-usual trajectory, reducing emissions 26 percent by 2035 and 36 percent by 2050.

- **Plan implementation scenario:** Demonstrates that the region can meet its economywide GHG reduction target through full adoption of 30+ modeled strategies across all major emissions sectors, reaching 48 percent by 2035 and 86 percent by 2050.
- **State and local scenario:** Highlights the extent of reductions achievable under the plan implementation scenario that do not require new federal action, achieving a 58 percent reduction by 2050.

Together, these trajectories highlight both the urgency of acting now and the necessity of coordinating efforts across all scales of government. Deep emissions reductions are within reach but only if communities, states, and federal partners move forward together. See the plan’s *Chapter 3 The path forward* for more information.

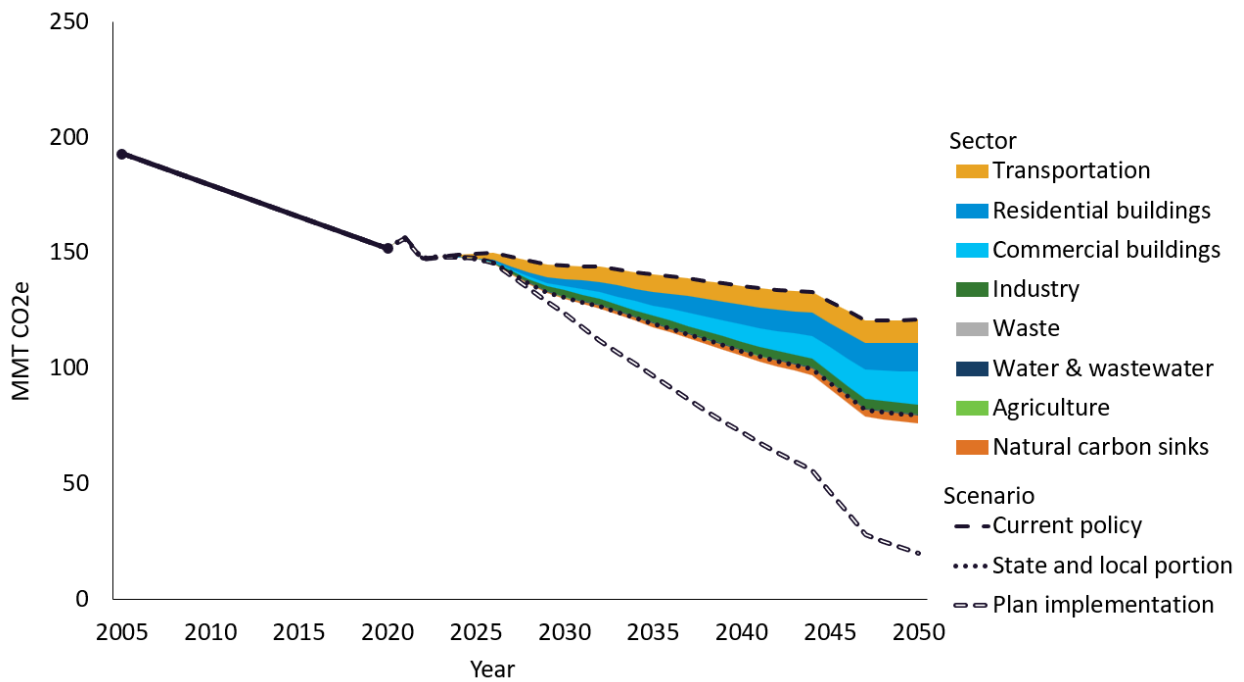
Figure 2. Plan implementation scenario emissions reductions by sector (2020-2050)



Source: CMAP and E3, 2025.

Note: Waste and agriculture emissions reductions are so small that colors do not appear in the chart.

Figure 3. State and local implementation scenario emissions reductions by sector (2020-2050)



Source: CMAP and E3, 2025.

2. Plan structure

The plan is organized into eleven chapters, described below. It also includes an executive summary that provides a high-level overview of the roadmap to decarbonize the region, along with several appendices that offer additional technical detail.

1. **Introduction** – Makes the case for climate action by describing current and future climate impacts, as well as the plan purpose and planning process, including engagement.
2. **GHG emissions and trends** – Summarizes the 2020 GHG inventory for Greater Chicago by sector and geography and describes regional emissions trends from 2005 to 2020.
3. **The path forward** – Describes the level of ambition required to achieve an 85 percent reduction in gross emissions by 2050. Presents three modeled emissions reduction scenarios: current policy, plan implementation, and the state and local portion of the plan implementation scenario. Highlights how achieving the plan’s goals can also deliver community benefits, such as improved air quality and public health. Explains how GHG reductions can be achieved for each sector through strategies implemented across multiple levels of governments and non-government partners.
- 4.-11. **Sectors** – Includes individual chapters for the seven emissions sectors, including:

buildings, transportation, industry, energy generation, waste, water and wastewater, and agriculture, as well as natural carbon sequestration.

The appendices cover: stakeholder and community engagement (Appendix A), GHG inventory methodology (Appendix B), GHG reduction quantification and benefits analysis methodology (Appendix C), modeled strategies and cost estimates (Appendix D), and workforce planning analysis (Appendix E).

3. Next steps

Following the April meeting, the project team will be presenting the plan to other CMAP committees and stakeholders. The project team will also highlight key components of the plan in agency communications and is exploring how CMAP can best support plan implementation.

¹ Given that the study area does not coincide with a single governmental jurisdiction, the plan will not be formally adopted and will instead serve as a framework to inform planning efforts at the MPO and local government levels as well as needed action from the federal and state levels.

² Pandemic-related changes in transportation and energy consumption make 2020 an anomalous year for some datasets, but it is still a viable year for this analysis. The inventory is built using modeled and reported data from various time scales and geographies, which reduces the impacts of short-term fluctuations, such as those experienced in 2020. The inventory results are comparable to past efforts to study emissions in the region.

³ In November 2024, the 2020 Greenhouse Gas Inventory was updated to incorporate state-specific eGRID emission factors for quantifying the GHG impacts of electricity consumption. These updated factors significantly impacted emissions in the residential, commercial, and industrial building subsectors. Illinois counties experienced a decrease in emissions due to a lower emissions factor, while Indiana and Wisconsin saw increased emissions due to a more carbon-intensive emissions factor.

⁴ To meet the grant requirements, the plan needed to present emissions reductions relative to 2005 levels, requiring the development of a 2005 baseline inventory. CMAP used USEPA's State Inventory Tool to extract emissions data, for the three states included in this plan, and then applied county level shares from the plan inventory to estimate 2005 emissions for the greater Chicago area.

⁵ Not all strategies included in the plan could be included in the modeling. See the plan's Appendix C for more details on the GHG reduction quantification methodology and Appendix D for the complete list of modeled strategies.