



**MPO POLICY COMMITTEE**

**AGENDA - FINAL**

Thursday, March 13, 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](mailto:info@cmap.illinois.gov) until Wednesday, March 12, 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/87224789656?pwd=KaD8obAlodV9pUAo3V2rkrAagscgK.1>

Conference Call number: 312 626 6799 US (Chicago)

Meeting ID: 872 2478 9656      Passcode: 293023

CMAP provides the opportunity for public comment. Individuals are encouraged to submit comment by email to [info@cmap.illinois.gov](mailto: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](mailto: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 January 9, 2025** [25-061](#)

PURPOSE & ACTION: Review and approval of meeting minutes.

ACTION REQUESTED: Approval

**Attachments:** [MPO Policy 01.09.25 Minutes - Draft](#)

**4.0 CMAP Announcements****4.01 Executive director's report** [25-065](#)

PURPOSE & ACTION: An update of notable activities of the agency and the executive director.

ACTION REQUESTED: Information

**4.02 CMAP Board update** [25-063](#)

PURPOSE & ACTION: An update on CMAP Board meeting activities will be provided.

ACTION REQUESTED: Information

**4.03 Council of Mayors' Executive Committee report** [25-066](#)

PURPOSE & ACTION: A report on the activities of the Council of Mayors Executive Committee will be provided.

ACTION REQUESTED: Information

**5.0 Information Items****5.01 Regional Transportation Plan (RTP) update** [25-067](#)

PURPOSE & ACTION: CMAP staff will provide an overview of the Emerging Priorities report, which outlines the proposed goal areas for the 2026 RTP.

ACTION REQUESTED: Information

**Attachments:** [Memo - Emerging Priorities](#)  
[RTP emerging priorities report](#)

**5.02 Congestion Management Strategy update** [25-059](#)

PURPOSE & ACTION: CMAP staff will provide an overview of the Congestion Management Strategy and its connections to the Regional Transportation Plan.

ACTION REQUESTED: Information

**Attachments:** [Memo - Congestion Management Strategy](#)

**5.03 2025-2026 Federal and State Advocacy Agenda and legislative update** [25-058](#)

PURPOSE & ACTION: The advocacy agenda is a tool used to inform policymakers and elected officials with concrete and tangible actions that can be taken to effectuate change and advance regional goals in transportation, climate, and economic competitiveness and is updated biennially. An update on

both state and federal legislative activity of interest to the MPO Policy Committee will also be presented.

ACTION REQUESTED: Information

**Attachments:**     [Memo - Legislative update](#)  
                              [CMAP Advocacy Agenda 2025-2026](#)  
                              [2025 Regional Planning Act fact sheet](#)  
                              [2.26.25 CMAP Update](#)

## **6.0 Other Business**

## **7.0 Public Comment**

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

## **8.0 Next Meeting**

The next meeting is scheduled for June 12, 2025.

## **9.0 Adjournment**



433 West Van Buren Street  
Suite 450  
Chicago, IL 60607

312-454-0400  
cmap.illinois.gov

## **MPO POLICY COMMITTEE**

### **MEETING MINUTES - DRAFT**

Thursday, January 9, 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](mailto:info@cmap.illinois.gov) until Wednesday, January 8, 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/86417785803?pwd=0zoK4BYChCSxHybKvbpverckEtoRJs.1>

Conference Call number: 312 626 6799 US (Chicago)

Meeting ID: 864 1778 5803      Passcode: 220679

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## 1.0 Call to Order and Introductions

Vice-Chair Cassandra Rouse called the meeting to order at 9:32 a.m.

**Present:** IDOT Representative, CDOT Representative, CMAP Representative 1, CMAP Representative 2, CTA Representative, Cook Co Representative, CoM Representative, DuPage Co Representative, Tollway Representative, Kane Co Representative, Lake Co Representative, McHenry Co Representative, Metra Representative, Pace Representative and RTA Representative

**Absent:** Kendall Co Representative and Will Co Representative

**Absent (NV):** FHWA Representative, FTA Representative and Class I Railroads Representative

Noting a physical quorum of the committee, Vice-Chair Rouse reported requests were received from CMAP Representative Matt Brolley, Lake Co Representative Shane Schneider, and Cook Co Representative Jennifer Sis Killen, to attend the MPO Policy Committee meeting virtually in compliance with the Open Meetings Act requirements.

*A motion was made by CoM Representative Jeff Schielke, seconded by McHenry Co Representative Scott Hennings, to allow the remote participation of members in compliance with the Open Meetings Act requirements. The motion carried by the following vote:*

**Aye:** IDOT Representative, CDOT Representative, CMAP Representative 1, CTA Representative, CoM Representative, DuPage Co Representative, Tollway Representative, Kane Co Representative, McHenry Co Representative, Metra Representative, Pace Representative and RTA Representative

**Absent:** Kendall Co Representative and Will Co Representative

**Not Present:** CMAP Representative 2, Cook Co Representative and Lake Co Representative

**Absent (NV):** FHWA Representative, FTA Representative and Class I Railroads Representative

Holly Bieneman served as IDOT Representative, David Powe served as CDOT Representative, Frank Beal served as CMAP Representative 1, Matt Brolley served as CMAP Representative 2, Jennifer Killen served as Cook Co Representative, Jeff Schielke served as CoM Representative, Molly Poppe served as CTA Representative, Stephen Travia served as DuPage Co Representative, Cassandra Rouse served as Illinois Tollway Representative, Tom Rickert served as Kane Co Representative, Shane Schneider served as Lake Co Representative, Scott Hennings served as McHenry Co Representative, David Kralik served as Metra Representative, Melinda Metzger served as Pace Representative, Jill Leary served as RTA Representative

**Staff present:** Bill Barnes, Vickie Barrett, Alex Beata, Nora Beck, John Carpenter, Teri Dixon, Kama Dobbs, Jane Grover, Craig Heither, Jaemi Jackson, Aimee Lee, Tony Manno, Suzanne McCray, Martin Menninger, Stephane Phifer, Russell Pietrowiak, Elizabeth Scott, Ryan Thompto, Jennie Vana, Blanca Vela-Schneider, Laura Wilkison, Claire Williams

**Others present:** Garland Armstrong, Lynette Ciavarella, Eric Czarnota, John Donovan, Drew Duffin, Jackie Forbes, Michael Fricano, Lawrence Friedman, Brandon Geber, Jennifer Henry, George Kandathil, Mike Klemens, Gretchen Klock, Brian Larsen, Heidi Lichtenberger, John Loper, Matt Pasquini, John Paul Jones, Jada Porter, Nicholas Riehle, Joe Surdam, Megan Swanson

## 2.0 Agenda Changes and Announcements

Vice-Chair Cassandra Rouse remarked on Secretary Osman's retirement as Secretary of

Transportation. She reported she looks forward to working with Secretary Biagi.

### 3.0 Approval of Minutes

#### 3.01 Minutes from October 9, 2024

[25-005](#)

**Attachments:** [MPO Policy & CMAP Board Minutes 10.09.24](#)

*A motion was made by CoM Representative Jeff Schielke, seconded by Kane Co Representative Tom Rickert to approve the October 9, 2024 meeting minutes. The motion carried by the following vote:*

**Aye:** IDOT Representative, CDOT Representative, CMAP Representative 1, CMAP Representative 2, CTA Representative, Cook Co Representative, CoM Representative, DuPage Co Representative, Tollway Representative, Kane Co Representative, Lake Co Representative, McHenry Co Representative, Metra Representative, Pace Representative and RTA Representative

**Absent:** Kendall Co Representative and Will Co Representative

**Absent (NV):** FHWA Representative, FTA Representative and Class I Railroads Representative

### 4.0 CMAP Announcements

#### 4.01 Executive director's report

[25-006](#)

Erin Aleman, Executive Director, welcomed Illinois Tollway Representative, Cassaundra Rouse, as the new Vice-Chair of the MPO Policy Committee. She congratulated Secretary Osman on his recent retirement from IDOT after 35 years of service and welcomed Gia Biagi, who was just appointed as the new IDOT Secretary.

Director Aleman reported the Illinois Tollway just completed its Stakeholder Advisory Team Report. The report defines program goals and provides guidance and regional input on the scope and impact of the Tollway's next long-term capital plan.

(CDOT Member Jennifer Killen arrived at 9:43 a.m.)

Director Aleman reported she joined a delegation of transportation leaders and advocates for a trip to Munich and Berlin, Germany. The delegation met with German transit officials to learn more about their transit system and to experience the operations of the system. She remarked on New York City's congestion pricing program designed to reduce traffic in heavily congested areas.

Director Aleman also remarked on staff member Vickie Barrett's attendance at the first World Street Congress in December, hosted by Osaka, Japan. The purpose of the event, which included both public sector and private sector organizations, was to share best practices and challenges in creating people-centered spaces on city street.

CMAP continues to lead the Safe Travel for All region-wide safety initiative and promote online engagement for the six participating counties. Teams collected more than 2,500 safety concern locations from more than 1,100 people. CMAP was recognized for its collaborative work on the Central Avenue redevelopment project at Austin Coming Together 2024 Membership Awards. CMAP has released the Risk-based Vulnerability Assessment report that uses the latest data to analyze climate risks in the region.

Director Aleman provided a legislative affairs update, noting that CMAP will continue to engage the

Illinois General Assembly and offer input to support ongoing discussions on transit funding and governance reform. CMAP will seek an appropriation to fund work identified in the Regional Planning Act that has no funding source. Staff will also track legislation that impacts the region and is relevant to CMAP's work. The current five-year Infrastructure Investment and Jobs Act (IIJA) will expire in September 2026 and CMAP will continue to collaborate with regional implementers and stakeholders to advocate for sound transportation policies and funding that supports and benefits northeastern Illinois.

Finally, Director Aleman remarked on local contribution letters that were sent to the region's counties, municipalities, and transportation partners. The monies from the local contributions fund the 20% local match required for federal metropolitan planning funding monies.

*The executive director's report was received and filed.*

#### **4.02 CMAP Board update** [25-007](#)

Executive Director Aleman reported the Board last met in October at the joint meeting with the MPO Policy Committee. The November 2024 meeting was cancelled, and they typically do not meet in the month of December. The Board will meet on Monday, January 13, 2025.

*The CMAP Board update was received and filed.*

#### **4.03 Council of Mayors' Executive Committee report** [25-009](#)

CoM Representative Jeff Schielke provided the Council of Mayors' report. He wished Secretary Osman well in retirement and thanked him for his work on behalf of the Council of Mayors. The Council of Mayors is interested in the future of federal transportation programming given the new administration in Washington.

The Council of Mayors last met in September and learned more about complex funding transportation processes. The Council of Mayors will meet again next week and a topic of conversation includes weather changes and the impact of those changes to local government. Mayor Michelle Nelson from Flossmoor will be joining the Council of Mayors but noted there are four mayors who are not running for reelection and therefore, replacements will need to be named.

*The Council of Mayors' Executive Committee report was received and filed.*

### **5.0 Items for Approval**

#### **5.01 FY 2026 Unified Work Program (UWP)** [24-498](#)

**Attachments:** [Memo - FY26 UWP Allocations](#)

Kama Dobbs, Principal, presented the FY 2026 Unified Work Program (UWP) budget allocations. The UWP is a requirement for documenting the work plan and budget for the transportation planning activities that are the responsibility of the MPO. CMAP relies on its planning partners in the region to assist in accomplishing the activities of the work plan.

There are two components of UWP funding: a core program that consists of activities and tasks that meet federal requirements; and a multi-year competitive program that consists of other transportation planning activities that support federal, state, and local priorities for transportation.

The core program is an annual program developed by soliciting budget proposals from eligible planning partners for ongoing core activities. CMAP received budget requests for core activities from 16 agencies including CDOT, the 11 councils of mayors, CTA, McHenry County Transportation, Metra, and Pace. Staff worked with the agencies to make minor revisions to the proposals resulting in a proposed budget for core programs totaling just under \$5.7 million.

The competitive program is developed biennially by soliciting for one-time projects that are scored competitively as defined in the methodology. The first five-year program was established last year for projects to be implemented in fiscal years 2025-2029. Next year, CMAP will solicit projects for fiscal years 2027-2031 range. The competitive program projects approved last year totaled just under \$1.1 million.

When combined, the total allocation of FY 2026 UWP funds to external agencies is nearly \$6.7 million which leaves \$27.5 million to be utilized by CMAP for MPO activities and operations. In total, the FY 2026 UWP includes \$34.25 million for transportation activities of which \$27.4 million is from federal partners and \$6.85 million is made up by state and local matching funds. The \$27.5 will be allocated with the completion of CMAP's FY 2026 comprehensive budget and work plan.

The final UWP document will be provided to the committee when its complete. If any substantive changes are made, those changes will be brought back to the MPO Policy Committee in March for approval.

*A motion was made by Pace Representative Melinda Metzger, seconded by IDOT Representative Holly Bieneman, to approve the FY 2026 Unified Work Program. The motion carried by the following vote:*

**Aye:** IDOT Representative, CDOT Representative, CMAP Representative 1, CMAP Representative 2, CTA Representative, Cook Co Representative, CoM Representative, DuPage Co Representative, Tollway Representative, Kane Co Representative, Lake Co Representative, McHenry Co Representative, Metra Representative, Pace Representative and RTA Representative

**Absent:** Kendall Co Representative and Will Co Representative

**Absent (NV):** FHWA Representative, FTA Representative and Class I Railroads Representative

## 5.02 2025 Roadway Safety Targets

[24-476](#)

**Attachments:** [Memo - Safety Targets 2025 Final](#)

Victoria Barrett, Senior Planner, presented the 2025 roadway safety performance targets. The roadway safety performance measures are a part of the Federal Highway Administration's (FHWA) Transportation Performance Management (TPM) program that focuses on five traffic safety performance measure targets mandated since 2018. The purpose of TPM program is to inform investment decisions, identify the work that needs to be completed, and provide assistance to deliver progress in the form of funding, assistance, and other resources.

Senior Planner Barrett reported that CMAP must adopt the state's targets or adopt regional targets on an annual basis. She reviewed the process for roadway safety targets, noting that the process begins with IDOT sharing its statewide roadway safety targets.

Senior Planner Barrett reported that the targets set by IDOT for 2025 are based on a five-year rolling average of the most recent data available, in this case most recent data uses 2022's five-year rolling

average. Senior Planner Barrett reviewed statistics on the five, traffic safety performance measure targets: 1) annual rate of fatalities, 2) fatalities per 100 million vehicle miles traveled (VMT), 3) serious injuries, 4) rate of serious injuries per 100 million VMT, and 5) non-motorized fatalities and serious injuries.

Because of its upward trend, IDOT set its 2025 targets for fatalities and rate of fatalities using a policy-based two percent annual reduction in the five-year rolling average. The targets for serious injuries, rate of serious injuries and non-motorized fatalities and serious injuries were set using an ordinary-least-squares (OLS) trendline method. CMAP recommends supporting IDOT's roadway safety targets, and agrees to integrate the state's targets as goals in the metropolitan planning process and to plan and program projects that help meet the state's targets. Moving forward, CMAP intends to align its regional targets with the timing of the regional transportation plan.

Discussion ensued regarding the increased rate of fatalities vs. serious injuries and the Tollway's Speed Awareness Campaign that will be launched in April to emphasize the need for people to drive at safe speeds.

*A motion was made by CoM Representative Jeff Schielke, seconded by DuPage Co Representative Stephen Travia, to approve the 2025 Roadway Safety Targets.*

**Aye:** IDOT Representative, CDOT Representative, CMAP Representative 1, CMAP Representative 2, CTA Representative, Cook Co Representative, CoM Representative, DuPage Co Representative, Tollway Representative, Kane Co Representative, Lake Co Representative, McHenry Co Representative, Metra Representative, Pace Representative and RTA Representative

**Absent:** Kendall Co Representative and Will Co Representative

**Absent (NV):** FHWA Representative, FTA Representative and Class I Railroads Representative

### 5.03 2026 Highway Asset Condition Targets

[24-500](#)

**Attachments:** [Memo - 2026 Highway Asset Condition Targets](#)

Martin Menninger, Program Lead, presented the 2026 highway asset condition targets. Federal law requires metropolitan planning organizations (MPOs) to set a variety of performance measures, including six measures related to highway and bridge asset conditions. State Departments of Transportation adopt a four-year target and can adjust their targets at a midpoint cycle. MPO's are required to adopt a four-year target. Once the state's transportation department sets its statewide targets, MPO's have no more than 180 days to adopt their targets.

CMAP adopted its own pavement condition targets in 2018 based on data available. In 2021, CMAP adjusted its pavement condition targets to support the state's targets when the state incorporated pavement distress data. In October 2024, IDOT shared its adjusted statewide midpoint targets for pavement and bridge conditions based upon anticipated investments and the system's current conditions. This requires CMAP to either accept their targets or adopt its own targets.

Regarding bridge asset conditions, the federal goal is to have less than 10% of bridges in poor condition. CMAP set its targets in 2018 with an anticipated 8.6% of national highway system bridges classified as in poor condition. While many of the region's bridges are nearing life expectancy and are increasingly costly to maintain and repair, CMAP believes that its 2018 target of 8.6% is still attainable.

The recommendation is to support IDOT's adjusted pavement condition targets and maintain CMAP's existing bridge condition targets.

Discussion ensued regarding the work that is happening to bring the NHS bridges into a state of good repair.

*A motion was made by CoM Representative Jeff Schielke, seconded by CMAP Representative 1 Frank Beal, to approve the 2026 Highway Asset Condition Targets. The motion carried by the following vote:*

**Aye:** IDOT Representative, CDOT Representative, CMAP Representative 1, CMAP Representative 2, CTA Representative, Cook Co Representative, CoM Representative, DuPage Co Representative, Tollway Representative, Kane Co Representative, Lake Co Representative, McHenry Co Representative, Metra Representative, Pace Representative and RTA Representative

**Absent:** Kendall Co Representative and Will Co Representative

**Absent (NV):** FHWA Representative, FTA Representative and Class I Railroads Representative

#### 5.04 ON TO 2050/2025-2029 TIP Conformity Analysis and TIP Amendment

[24-495](#)

**Attachments:** [Memo - TIP Conformity Analysis](#)  
[Formal TIP Conformity Amendment 25-03](#)

Russell Pietrowiak, Senior Analyst, presented on the ON TO 2050/2023-2029 TIP conformity analysis and TIP amendment 25-03. CMAP's region is a non-attainment area for ozone and, as a result, is required to comply with the Clean Air Act and demonstrate that projects in the TIP conform to the motor vehicle emissions budget through a regional emissions analysis.

The new emissions modeling software tool used this year is called MOVES4. The tool has new enhancements that account for new finalized rules including the EPA's heavy-duty low NOx (nitrous oxide) rule. The impact of these rules resulted in a significant reduction in modeled NOx emissions after 2030 that continue through 2050. The tool also allowed CMAP to model new technology such as electric vehicles in the near- and long-term which CMAP was not previously able to do. Senior Analyst Pietrowiak clarified that MOVES4 only monitors on-road transportation emissions and electric generation is not part of this analysis, but CMAP is able to capture the impact of EVs as part of the vehicle fleet mix in a more robust way.

Senior Analyst Pietrowiak reported that the region has failed to obtain the current ozone standards and will be reclassified to serious non-attainment effective January 16, 2025. This will require CMAP to develop a new motor vehicle emissions budget that is more restrictive than what is in place. The conformity amendment memo, CMAP's modeling approach, and the impacts of the MOVES4 model were discussed at a Tier II meeting and the members expressed support for the way CMAP is going about the emissions modeling and conformity process.

The memo and the list of projects included in the conformity amendment was released for a 30-day public comment period. No comments were received.

*A motion was made by McHenry Co Representative Scott Hennings, seconded by Kane Co Representative Tom Rickert, to approve the ON TO 2050/2025-2029 TIP Conformity Analysis and TIP Amendment 25-03. The motion carried by the following vote:*

**Aye:** IDOT Representative, CDOT Representative, CMAP Representative 1, CMAP Representative 2, CTA Representative, Cook Co Representative, CoM Representative, DuPage Co Representative, Tollway Representative, Kane Co Representative, Lake Co Representative, McHenry Co Representative, Metra Representative, Pace Representative and RTA Representative

**Absent:** Kendall Co Representative and Will Co Representative

**Absent (NV):** FHWA Representative, FTA Representative and Class I Railroads Representative

## 6.0 Information Items

### 6.01 Introduction of the draft CMAP FY 2026 Regional Work Plan

[25-010](#)

**Attachments:** [Memo - FY26 draft CMAP Work Plan](#)  
[FY26 draft CMAP Work Plan](#)

Erin Aleman, Executive Director, provided an overview of the draft CMAP FY 2026 Regional Work Plan. CMAP's work is guided by the region's long-range comprehensive plan. The five-year Strategic Direction prioritizes CMAP's work into three areas: transportation, climate, and regional economic competitiveness. It also includes agency-wide services that support CMAP's work. CMAP uses its levers of planning regionally and locally, influencing change, and investing strategically to advance its region's vision and goals.

Director Aleman highlighted projects on the FY 2026 work plan including technical assistance projects, ADA accessibility projects, the I-290 Blue Line Corridor Development Office project, transportation safety projects, and emissions forecasting and analysis program work.

*An introduction of the draft CMAP FY 2026 Regional Work Plan was presented.*

### 6.02 Accessible Communities Program Update

[24-506](#)

**Attachments:** [Memo - Accessible Communities Update](#)

Jaemi Jackson, Principal, provided an accessible communities program update. The Accessible Communities Program is a result of report released in 2022 by Dr. Yochai Einsenberg, *Where the Sidewalk Ends*, putting into perspective where the region was with ADA compliance.

CMAP's focus is related to Title II of the ADA in northeastern Illinois. Communities with 50 or more employees are required to comply with the five administrative requirements in Title II. The five requirements are: 1) notice of rights under the ADA; 2) self-evaluation; 3) an ADA coordinator on staff, 4) a grievance procedure; and 5) a transition plan. A survey conducted in 2022 found that only 38 communities, or 15%, of the 241 communities with 50 or more employees had a transition plan.

CMAP has conducted multiple ADA trainings and partnered with the Illinois Capital Development Board to provide training on the Illinois Accessibility Code resulting in 273 attendees and 140 organizations being represented including 86 municipalities. CMAP has provided direct technical assistance with Round 1 projects anticipated to be completed by the end of the fiscal year and a second round of projects scheduled to begin in January 2025. CMAP will also provide additional technical assistance in the next call for projects.

Additional initiatives by CMAP include research into links between accessibility and economic development, establishing a regional ADA Coordinator peer group, and providing technical assistance

for ADA public right-of-way transition plans for 12 municipalities.

Since the program's implementation, CMAP has seen significant progress towards municipalities complying with Title II ADA requirements including a 44% increase in communities providing a notice of rights under the ADA, a 255% increase in ADA coordinators, and 19% increase in identifying a grievance procedure.

Upcoming projects include convening a regional accessibility steering committee, launching a regional engagement program, and providing additional training to municipal staff to ensure public meetings and communications meet the needs of people with disabilities and the public at large. It was noted that the US Department of Transportation formally adopted the ADA Public Right of Way Accessibility Guidelines (PROWAG) as a national standard.

*An update to the Accessible Communities Program was presented.*

### 6.03 Regional Transportation Plan update

[25-002](#)

**Attachments:** [Memo - Regional Transportation Plan Update](#)

Ryan Thompto, Principal, presented an update to the Regional Transportation Plan. The RTP serves as the long-term blueprint for our region's transportation system, guiding decision-making and infrastructure investments for the next 25 years. It is developed in collaboration with local leaders, transportation agencies, community organizations, and the public. It is informed by research, technical analysis, policy development, and community outreach. The RTP process considers three questions: what transportation 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 RTP process, CMAP coordinates with its regional partners to identify, assess, and prioritize capital investments. The process provides the opportunity to review the projects that have been slated between now and 2050, assess their impacts on people and places, and prioritize them based on their ability to achieve the goals within the various financial and regulatory constraints.

CMAP must comply with federal regulations to ensure that the region remains eligible for federal funding. Each plan cycle presents opportunities to reflect on existing policies. To determine if changes were warranted in this RTP, staff gathered relevant data, research, and information to provide a comprehensive understanding of the issues. CMAP reviewed how its' definitions and thresholds have evolved over time, reviewed state and federal requirements, and conducted a scan of 18 peer MPOs and their adopted policies and processes for evaluating and selecting regional priorities. CMAP convened its regional partners in a resource group to gather their feedback. Working with the resource group, CMAP developed and assessed various options.

As a result of these discussions, CMAP is considering changing the name of regional significant projects (RSPs) as it has a different meaning in federal regulations and creates confusion. CMAP is considering changing the definition and thresholds related to capacity, financial, and sponsor nominations. It is also considering a prioritization framework for fiscally constrained projects as well as changes to administrative procedures to reduce the administrative burden.

Next steps include refining definitions and thresholds, collecting project information, finalizing evaluation criteria, evaluating projects, weighing criteria, and prioritizing projects with the goal of

getting approval from the MPO Policy Committee and CMAP Board at their joint meeting in October 2026.

*An update to the Regional Transportation Plan was presented.*

## **7.0 Other Business**

There is no other business before the Committee.

## **8.0 Public Comment**

Garland Armstrong, former Illinois resident, encouraged transportation agencies and communities to maintain their sidewalks for ADA accessibility. He also encouraged educational materials be translated in multiple languages for the non-English speaking public.

## **9.0 Next Meeting**

The next meeting is scheduled for March 12, 2025.

## **10.0 Adjournment**

*A motion was made by CoM Representative Jeff Schielke, seconded by Pace Representative Melinda Metzger, to adjourn the meeting. The motion carried by the following vote:*

**Aye:** IDOT Representative, CDOT Representative, CMAP Representative 1, CMAP Representative 2, CTA Representative, Cook Co Representative, CoM Representative, DuPage Co Representative, Tollway Representative, Kane Co Representative, Lake Co Representative, McHenry Co Representative, Metra Representative, Pace Representative and RTA Representative

**Absent:** Kendall Co Representative and Will Co Representative

**Absent (NV):** FHWA Representative, FTA Representative and Class I Railroads Representative

The meeting was adjourned at 11:10 a.m.

Minutes prepared by Blanca Vela-Schneider

## MEMORANDUM

**To:** MPO Policy Committee

**From:** CMAP Staff

**Date:** March 6, 2025

**Subject:** 2026 Regional Transportation Plan Emerging Priorities Report

**Action Requested:** Information

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### Purpose

The development of the 2026 Regional Transportation Plan (RTP) follows a performance-based framework that helps to identify strategies to achieve regional priorities. This framework consists of four key elements – goals, objectives, performance measures, and strategies. The attached *Emerging Priorities* report serves to address the goals and objectives of the RTP. Notably, this report will not be appended to the final RTP and can change during the report’s development. Rather, it will be used to inform the policy discussions that are ultimately reflected in the final RTP. As such, the *Emerging Priorities* report represents a crucial first step in the RTP development process to build consensus around the outcomes the region wants to achieve.

The goals and objectives outlined in the report reflect and reaffirm the priorities of ON TO 2050. They are also informed by early-stage plan development activities, which have included a review of adopted transportation plans throughout the region, presentations and discussions with stakeholders, and internal policy research. As such, the report reflects longstanding transportation priorities while incorporating recent trends and emerging challenges.

The *Emerging Priorities* report proposes the following goal areas and objectives:

- **Goal: Strengthen connections between people and places**
  - Improve reliability and manage congestion
  - Improve incident detection and management
  - Expand multimodal access
  - Achieve universal ADA accessibility
- **Goal: Prioritize safety and public health**
  - Advance Safe System Approach policies and practices
  - Prioritize speed management
  - Improve the safety of active transportation infrastructure

- Foster public health
- **Goal: Mitigate pollution and invest in resilient infrastructure**
  - Reduce pollution from the transportation sector
  - Improve the resilience of infrastructure vulnerable to extreme weather
  - Protect natural resources
- **Goal: Support economic prosperity and inclusive growth**
  - Leverage the transportation system to support local development goals
  - Prioritize multimodal access to regional employment and economic centers
  - Promote the efficiency of the national freight network in the region
  - Foster a high quality of life in communities adjacent to freight activity
- **Goal: Strategically govern, fund, and preserve the transportation system**
  - Fund the preservation of the existing system
  - Prioritize projects that maximize benefits
  - Maintain and expand revenue sources
  - Facilitate government collaboration
  - Prepare for emerging technology

The attached report includes descriptions of the objectives under each goal, with references to recent trends, emerging challenges, and priorities that have been expressed by transportation stakeholders and identified through research.

The goals and objectives will guide the development of the 2026 RTP, serving as a bridge between early research and the final plan. Upcoming phases of work, including data analysis, policy development, and performance measurement will help advance these priorities. Moving forward, CMAP will continue conducting extensive engagement to further inform the development of the plan, including public questionnaires, resource group meetings, and briefings with agencies and organizations. All project materials will be available on the project website, at <https://engage.cmap.illinois.gov/2026-rtp>.

Attachment 1: RTP emerging priorities report

# Emerging Priorities



# RTAP

2026  
**Regional  
Transportation  
Plan**



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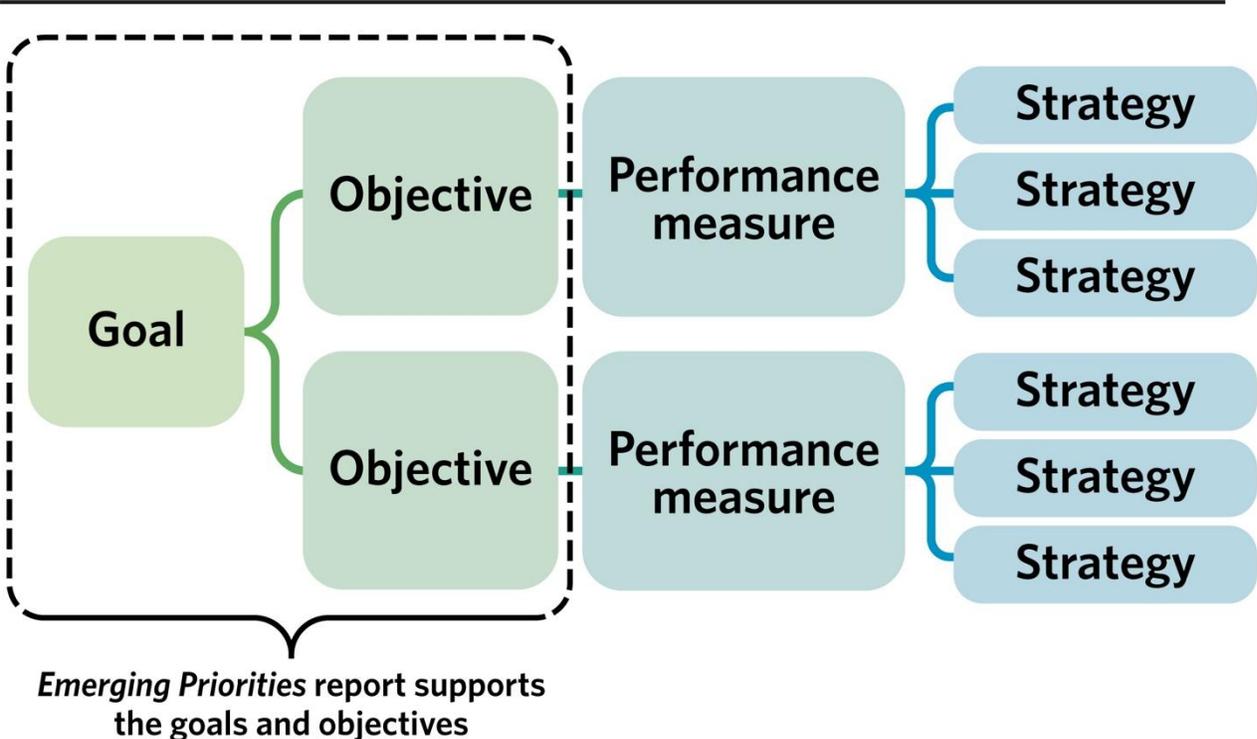
# Introduction

The development of the 2026 Regional Transportation Plan (RTP) follows a performance-based framework that helps identify strategies to achieve regional priorities. This framework consists of four key elements – goals, objectives, performance measures, and strategies:

- **Goals** are broad statements that define the region’s vision for transportation in alignment with ON TO 2050 and other regional plans.
- **Objectives** are distinct steps that support each goal and provide more specific areas of focus. Objectives help shape priorities and define what success looks like.
- **Performance measures** are quantifiable metrics that track progress achieving goals and objectives. Performance measures help evaluate performance, track trends, and ensure accountability.
- **Strategies** are actions to advance goals, achieve objectives, and meet performance measures. Strategies describe what actions are necessary to improve the transportation system, which may include specific investments or policy changes.

The process to develop the 2026 RTP begins with building consensus around outcomes the region wants to achieve. The *Emerging Priorities* report serves to achieve this crucial first step by outlining high-level goals and objectives that have emerged from research and stakeholder engagement. Upcoming phases of work — such as data analysis, policy development, and the identification of performance metrics — will help advance these priorities. As such, the report serves as a bridge between early research and the final plan.

Figure 1: Framework to guide RTP development



The goals and objectives outlined in this report reflect and reaffirm the priorities of ON TO 2050. They represent longstanding commitments in the region for the future of transportation. They are also informed by emerging priorities identified through activities conducted for the development of this report, which included facilitated discussions with partners, direct stakeholder engagement, and a thorough review of existing plans and research.

The process began with a comprehensive review of approximately 30 transportation plans adopted by entities at the federal, state, regional, and local levels, to establish a foundational understanding of the transportation outcomes the region wants to achieve, culminating in a memo that broadly summarized goals, objectives, and strategies.<sup>1</sup> This initial research supported subsequent presentations and conversations with stakeholders about potential goals for the 2026 RTP, including with the Chicago Metropolitan Agency for Planning (CMAP) Board and Committees, working groups, and individual transportation partners to further discuss their priorities. Finally, CMAP staff conducted an internal review of recent policy-related studies and plans, to capture and integrate relevant findings, recent trends, and emerging challenges.

This report marks a critical milestone in the development of the 2026 RTP. The next phase includes analyzing existing conditions and identifying performance measures. Later in the process, the region will collaborate to translate these priorities into detailed strategies and investment priorities that will guide the region's transportation future. Throughout each of these key phases, CMAP will continue to work closely with local governments, transportation agencies, businesses, and community organizations to help inform the 2026 RTP.

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<sup>1</sup> Chicago Metropolitan Agency for Planning, "Plan Inventory for the 2026 Regional Transportation Plan," May 20, 2024, <https://cmap.legistar.com/View.ashx?M=F&ID=12978087&GUID=F141695E-F2D5-4ABA-8F1C-675FED4D4A68>.

## 2026 RTP emerging priorities

The 2026 RTP builds on the vision established in ON TO 2050, which set the overarching principles of inclusive growth, resilience, and prioritized investment. Through regional collaboration and a shared vision for tomorrow, the 2026 RTP sets the following goals and objectives:



### **Strengthen connections between people and places**

- Improve reliability and manage congestion
- Improve incident detection and management
- Expand multimodal access
- Achieve universal ADA accessibility



### **Prioritize safety and public health**

- Advance Safe System Approach policies and practices
- Prioritize speed management
- Improve the safety of active transportation infrastructure
- Foster public health



### **Mitigate pollution and invest in resilient infrastructure**

- Reduce pollution from the transportation sector
- Improve the resilience of infrastructure vulnerable to extreme weather
- Protect natural resources



### **Support economic prosperity and inclusive growth**

- Leverage the transportation system to support local development goals
- Prioritize multimodal access to regional employment and economic centers
- Promote the efficiency of the national freight network in the region
- Foster a high quality of life in communities adjacent to freight activity



### **Strategically govern, fund, and preserve the transportation system**

- Fund the preservation of the existing system
- Prioritize projects that maximize benefits
- Maintain and expand revenue sources
- Facilitate government collaboration
- Prepare for emerging technology

The remainder of the report discusses each of the five goals listed above in more detail, describing research findings and their potential implications in the 2026 RTP.

The 2026 RTP is grounded in the need to ensure that all communities in northeastern Illinois benefit from transportation investments and policies. It acknowledges that the transportation system should provide safe, reliable, and affordable travel options for all residents – regardless of race, income, ability, or age. Consequently, the 2026 RTP will prioritize improvements that address disparities in access to jobs, education, healthcare, and other essential services. It will also meaningfully engage communities that have been disproportionately affected by past transportation decisions, ensuring their voices help shape the region’s future. Given the broad and interconnected nature of this topic, disparate impacts are a primary consideration for each goal. Upcoming data analysis will explore this topic further, and corresponding engagement activities will ensure that affected communities have the opportunity to provide input. This approach ensures that the RTP development process is both data-driven and rooted in the lived experiences of people throughout the region.

# Strengthen connections between people and places



Transportation, first and foremost, serves to connect people and places. Northeastern Illinois has a vast and extensive transportation system spanning all modes of travel. How well this system works depends on three key concepts: mobility, connectivity and accessibility. Mobility refers to the ability to travel efficiently from one place to another, often measured by speed and ease of movement. Connectivity describes how well different parts of the transportation network are linked, ensuring seamless travel between destinations. Accessibility, however, goes beyond movement—it focuses on how easily people can reach jobs, schools, healthcare, and other essential services. While increasing mobility can help improve accessibility, simply moving vehicles faster does not always create better access to opportunities. Strengthening connections between people and places requires working towards a balance of mobility, connectivity and accessibility, which can, in turn, promote health and safety, foster environmental sustainability, support economic prosperity, and more.

As the region recovers from the pandemic’s impact on travel patterns and transit ridership, strengthening these connections has become even more critical. Initiatives like Mobility Recovery, the Plan of Action for Regional Transit, and RTA’s Transit is the Answer have emphasized the need for stronger, financially secure transit while reimagining how we move throughout the region.<sup>2</sup> Emerging transportation technology, micro-mobility, and shared mobility (e.g., e-bikes, scooters, and carsharing) will continue to change how we move in the coming decades, introducing new considerations for transportation planners.

## Improve reliability and manage congestion

Congestion remains a major challenge for the region, increasing travel costs, delaying goods movement, reducing overall mobility, and impacting emissions and safety. Addressing congestion requires a strategic approach that manages demand and improves system reliability — a priority identified by transportation partners across the region. While peak-hour congestion is a persistent issue, nonrecurring delays caused by crashes, weather, and

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<sup>2</sup> Chicago Metropolitan Agency for Planning, “Mobility Recovery,” January 2023, <https://storymaps.arcgis.com/stories/88db4e4032674cdd893908446329f229>; Chicago Metropolitan Agency for Planning, “Plan of Action for Regional Transit,” December 2023, [https://cmap.illinois.gov/wp-content/uploads/Plan-of-Action-for-Regional-Transit\\_Dec2023.pdf](https://cmap.illinois.gov/wp-content/uploads/Plan-of-Action-for-Regional-Transit_Dec2023.pdf); Regional Transportation Authority, “Transit is the Answer,” <https://transitistheanswer.org/>.

construction further contribute to unpredictable travel times, affecting all modes of transportation.

For a thriving metropolitan region with significant economic activity and diverse travel needs, congestion will always remain a challenge. Furthermore, the causes of congestion vary widely across the region on different types of facilities and in different land use contexts, and as such, strategies should be tailored appropriately. However, there are opportunities for transportation stakeholders to collaborate on minimizing non-recurring delays and increasing the efficiency of the transportation system. Intelligent Transportation Systems (ITS) applications—including traffic signal modernization, transit signal priority, and active traffic management—can provide significant gains towards more reliable travel.

Managing congestion requires implementing solutions that are based on data and performance, and that will provide long-lasting reliability and efficiency improvements. An important factor to consider when expanding road capacity is induced vehicle travel, which refers to the increase in driving that occurs when travel becomes faster and easier. In the long run, this can lead to more development in car-dependent areas and an overall increase in traffic volume and vehicle ownership. Because of these effects, transportation stakeholders have emphasized the need to carefully consider induced travel when evaluating strategies to manage congestion.

As the RTP development process moves forward, strategies for managing congestion and improving reliability – such as expanding transit service, improving bike and pedestrian options, and managing demand through pricing or operational improvements – will be organized into a tiered hierarchy, guiding the region towards a wholistic approach that prioritizes strategies that are most effective and in best alignment with regional goals. This approach will help ensure that solutions are right for their context, financially sustainable, and successful over the long-term.

### **Improve incident detection and management**

Efficient incident detection and management is critical not only for enhancing safety but also for reducing congestion and improving system resilience. With the increasing frequency of extreme weather events, rapid response strategies are becoming even more essential to maintain mobility and ensure safety. There is a growing opportunity to use Intelligent Transportation Systems (ITS) technologies, active traffic management, and data-driven tools to detect and respond to incidents more quickly and effectively. By improving incident response coordination and leveraging technology, agencies can reduce crash-related delays, enhance emergency response times, and create a safer, more adaptive transportation system.

### **Expand multimodal access**

Northeastern Illinois has a multimodal transportation system, meaning it provides multiple travel options – including driving, public transit, biking and walking – to meet the diverse needs of residents. Many people across the region rely on transit, sidewalks, and bike networks for

their daily trips, whether commuting to work, accessing services or traveling for leisure. However, the opportunities and challenges related to multimodal access vary across different parts of the region, shaped by land use patterns, development densities, and existing infrastructure.

The region includes a wide range of contexts, each with distinct transportation needs:

- Dense urban area, such as Chicago and some inner-ring suburbs, have well-developed transit systems, walkable neighborhoods and bike infrastructure, making multimodal travel a key part of daily life. In these areas, improving reliability, frequency and accessibility of transit – along with expanding protected bike lanes and pedestrian infrastructure – can make multimodal options more viable and convenient.
- Suburban communities feature a mix of transit-oriented districts, residential neighborhoods, and commercial corridors, where improving first- and last-mile connections to Metra stations, expanding Pace bus service, and adding sidewalks and bike infrastructure can make multimodal travel more practical and attractive.
- Rural and exurban areas tend to have limited transit access and longer travel distances, making driving the dominant mode. However, opportunities exist to expand on-demand transit services, improve regional bike connections, and implement infrastructure that supports safer walking and biking where feasible.

Expanding multimodal options gives travelers more flexibility and choice, improving access to jobs, schools, and other destinations. Increasing opportunities for travelers to shift away from single-occupancy vehicles reduces congestion, lowers emissions, and improves safety for all road users. The 2026 RTP will identify policies, strategies, and investments to expand multimodal access and ensure that people across the region have safe, reliable, and convenient transportation choices.

A financially sustainable system is central to expanding multimodal travel. The COVID-19 pandemic brought significant changes in travel patterns, leading to a sharp decline in public transit ridership and creating financial challenges for transit agencies. While emergency federal funding provided temporary relief, those funds are set to expire, and ridership has yet to return to pre-pandemic levels—resulting in an anticipated budget shortfall. Building on efforts such as Mobility Recovery, the Plan of Action for Regional Transit, and Transit is the Answer, the 2026 RTP will support long-term transit recovery and ensure that transit remains a reliable and viable option for communities across the region.

## Achieve universal ADA accessibility

Ensuring the region’s transportation infrastructure is accessible to all is essential, particularly as aging infrastructure presents challenges for mobility and connectivity. Under Title II of the Americans with Disabilities Act (ADA), public agencies must provide equal access to programs, services, and facilities, ensuring that individuals with disabilities can fully participate in and benefit from the transportation system. While CMAP continues to support local governments through education, technical assistance, and planning resources, the RTP provides an opportunity to advance ADA accessibility at the regional level. The plan will explore strategies to accelerate ADA compliance, improve access to transit and pedestrian infrastructure, and enhance mobility for all residents, reinforcing the region’s commitment to an inclusive and well-connected transportation network.

### Improving equity in transportation fees, fines, and fares

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According to CMAP’s [Improving Equity in Transportation Fees, Fines, and Fare report](#), transportation costs represent a significant financial burden for many households, particularly for those with limited income. User fees, fines, transit fares and vehicle-related expenses often have a greater impact on lower-income residents. While there are beneficial programs in the region, such as the Illinois Tollway [I-PASS Assist Program](#) and the Regional Transportation Authority’s [Discounted Fare and Ride Free Programs](#), transportation costs are typically not adjusted based on ability to pay. Additionally, many individuals lack access to convenient transit or other transportation alternatives, leaving them with few options other than driving, which adds further costs related to fuel, maintenance, and vehicle ownership.

Addressing these challenges requires a comprehensive approach that considers affordability, access, and systemwide improvements. Strategies that can help reduce cost burdens include expanding reduced fare programs, adjusting fees based on income, reforming traffic and parking fines, and improving multimodal travel options. These approaches, among others, will be explored further in the 2026 RTP to identify solutions that support affordability and access while maintaining a financially sustainable transportation system.

Even before the COVID-19 pandemic, many residents — particularly those in historically underserved communities — faced significant mobility challenges. The pandemic further highlighted and, in many cases, worsened these disparities. The 2026 RTP provides an opportunity to advance a more inclusive and resilient transportation network, strengthening connections between communities.

## Prioritize safety and public health



Improving travel safety remains a top priority at all levels of government to reduce traffic-related injuries and fatalities. Plans across northeastern Illinois emphasize the need for safer roadways, improved infrastructure, and policies that protect all travelers, including pedestrians, cyclists, transit-users, and drivers. The urgency to address these issues has only grown, particularly in response to the increase in traffic fatalities occurring during the COVID-19 pandemic. Complete Streets and the Safe System Approach both provide frameworks for designing and operating roadways that prioritize safety for all users.<sup>3</sup> These strategies not only prevent crashes and save lives but also contribute to congestion management, improved air quality, and enhanced public health.

### Advance Safe System Approach policies and practices

Across the United States, transportation agencies are increasingly adopting the Safe System Approach, which layers multiple strategies to reduce the likelihood of crashes and minimizes the severity of those that do occur. This approach is guided by several key principles: that death and serious injuries are unacceptable, humans make mistakes, humans are vulnerable, responsibility is shared, safety is proactive, and redundancy is critical. This shift in traffic safety culture represents a significant pivot away from past approaches that focused primarily on high-crash locations and vehicular safety.

The Safe System Approach is shaping planning efforts across the region, including the Safe Travel for All county safety action plans. The 2026 RTP presents an opportunity to further integrate these principles into the regional transportation planning process.



Figure 2. The Safe System Approach, FHWA

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<sup>3</sup> Chicago Metropolitan Agency for Planning, “Complete Streets,” <http://cmap.illinois.gov/focus-areas/planning/complete-streets/>; U.S. Department of Transportation, “What Is a Safe System Approach,” last modified January 14, 2025, <https://www.transportation.gov/safe-system-approach>.

## Prioritize speed management

Managing vehicle speed is a critical component of improving roadway safety. Between the years 2015 and 2021, speed was a contributing factor in 34 to 43 percent of fatal crashes, resulting in approximately 370 to 460 speed-related deaths annually in northeastern Illinois.<sup>4</sup> Speed impacts safety in multiple ways, including reaction time, field of vision, kinetic energy, and crash severity. Recent trends show that crashes are becoming more severe, as more vehicles are now larger and heavier, a trend expected to continue with the increased adoption of electric vehicles.

Strategies to reduce excessive speeds and enhance safety include:

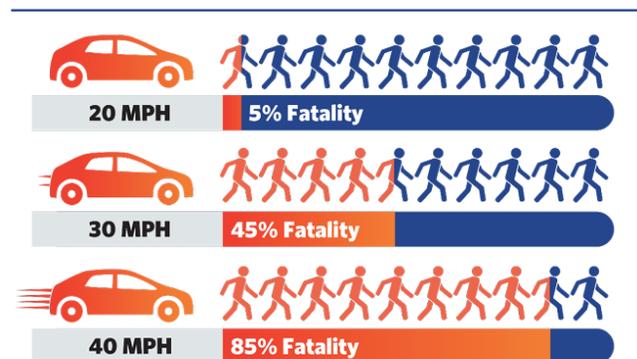
- Improving roadway design to reduce speeding and minimize safety risks.
- Lowering speed limits in areas where people walk, bike and use transit.
- Encouraging safe driving behavior through education, policy updates, and equitable enforcement.

Effectively implementing these strategies will save lives and ensure a safer transportation network for all users.

## Improve the safety of active transportation infrastructure

Bicyclists and pedestrians are among the most vulnerable roadway users. Small increases in speed significantly increase the likelihood of severe injuries or fatalities.

Complete Streets solutions ensure that roads are planned, designed, operated, and maintained to accommodate all users regardless of age, ability, or travel mode. These principles are advanced through local and regional policy adoption, specific design treatments that enhance safety, and targeted investments in bikeway and pedestrian infrastructure. Communities throughout the region have expanded networks of active transportation facilities, yet there remains a need to accelerate



Source: National Transportation Safety Board (2017).

Figure 3. Higher speeds increase the likelihood of a pedestrian fatality, National Transportation Safety Board (2017)

<sup>4</sup> Chicago Metropolitan Agency for Planning, "Speed Management: Addressing our regional traffic safety crisis," June 2024, [https://cmap.illinois.gov/wp-content/uploads/dlm\\_uploads/Speed-Management-Report\\_CMAP\\_2024.pdf](https://cmap.illinois.gov/wp-content/uploads/dlm_uploads/Speed-Management-Report_CMAP_2024.pdf).

implementation efforts. Advancing local bicycle and pedestrian safety plans will help ensure that these improvements are realized at scale and provide safe, connected travel options for all travelers.

### **Foster public health**

Transportation and land use decisions play a critical role in public health outcomes, particularly for communities that have been disproportionately affected by pollution, traffic-related injuries, and limited access to safe and reliable transportation options. Throughout the region, historically underserved communities are more likely to experience higher exposure to air pollution, increased rates of asthma, and other respiratory conditions, as well as greater traffic safety risks due to infrastructure gaps, railroad crossings, and high-speed roadways.

Addressing these disparities is essential to creating a transportation system that improves public health and quality of life for everyone. Looking ahead, the 2026 RTP will include a disparate impact assessment to better understand how transportation-related burdens – such as pollution, infrastructure gaps and safety risks – disproportionately affect different communities across the region. This analysis will consider cumulative burden, recognizing how multiple environmental stressors, particularly those related to transportation, compound to negatively impact human health and wellbeing.

## Mitigate pollution and invest in resilient infrastructure



ON TO 2050 establishes a strong foundation for fostering sustainability and resilience, emphasizing climate preparedness, water resource management, and development practices that protect natural resources.<sup>5</sup> In recent years, CMAP and its partners have advanced these goals through a range of efforts, from natural resources conservation to climate mitigation and adaptation strategies. As individuals and communities increasingly prepare for the effects of a changing climate — including more frequent flooding and extreme heat — many are also making commitments to reduce pollution from the transportation sector. Given the strong connection between transportation and environmental outcomes, the 2026 RTP presents an opportunity to further integrate sustainability and resilience into regional decision-making.

### Reduce pollution from the transportation sector

ON TO 2050 sets a goal for “a region prepared for climate change” and includes an ambitious greenhouse gas (GHG) emissions reduction target of 80 percent below 1990 levels by 2050. As one of the largest sources of emissions in the region, ON TO 2050 recommends several transportation sector-focused strategies to reduce GHG emissions, including the increased adoption of electric vehicles, implementation of electric vehicle charging infrastructure, increased regional transit ridership through mode shift and other strategies, and expanded bicycle and pedestrian infrastructure.

Since the adoption of ON TO 2050 in October 2018, progress has been made in these areas. Agencies have expanded electric fleets, municipalities have developed and implemented active transportation plans, and research continues to identify strategies to reduce vehicle miles traveled (VMT). However, the 2019 regional GHG emissions inventory found that, while overall emissions have declined since 2010, transportation-related emissions have increased.<sup>6</sup>

While emissions are generated by a variety of transportation sources – including agricultural and construction vehicles and equipment, locomotives, maritime vessels, and aircraft – most originate from passenger cars and trucks. Given this reality, the RTP will play a key role in advancing emissions reduction strategies, informed by ongoing efforts such as the

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<sup>5</sup> Chicago Metropolitan Agency for Planning, “ON TO 2050,” 138, October 2018, <https://cmap.illinois.gov/regional-plan/goals/>.

<sup>6</sup> Chicago Metropolitan Agency for Planning, “Regional greenhouse gas emissions inventory,” 2022, [https://cmap.illinois.gov/wp-content/uploads/Greenhouse\\_Gas\\_Emission\\_Inventory\\_2022.pdf](https://cmap.illinois.gov/wp-content/uploads/Greenhouse_Gas_Emission_Inventory_2022.pdf).

## Comprehensive Climate Action Plan for Greater Chicago.

Key priorities for reducing pollution and improving air quality include:

- Expanding vehicle electrification across all modes and the provision of charging infrastructure, while ensuring that charging needs are met with clean energy sources.
- Encouraging mode shift by enhancing transit, biking, and walking options.
- Increasing collaboration between regional transportation planners and critical stakeholders, such as utilities, freight representatives, local municipalities, and others to support implementation of effective transportation decarbonization efforts.

The 2026 RTP will incorporate strategies to accelerate the adoption of electric and alternative-fuel vehicles, expand EV charging infrastructure, enhance transportation efficiency, and encourage mode shift to transit and active transportation.

### Improve the resilience of infrastructure vulnerable to extreme weather

Beyond pollution mitigation, ON TO 2050 emphasizes the need to prepare for more extreme weather conditions by strengthening infrastructure. The urgency to adapt to a changing climate continues to grow as northeastern Illinois experiences more frequent flooding, extreme heat, and severe storms. These hazards have direct consequences for the region’s transportation system, causing damage to infrastructure, travel disruptions, and safety risks.

Urban areas – particularly Chicago’s south and west sides, suburban Cook, as well as Aurora, Elgin, Joliet, and Waukegan – demonstrate higher vulnerability due to stormwater challenges and heat exposure. However, every county in the region contains transportation infrastructure at high or very-high risk of flooding, making resilience a region-wide priority. The 2026 RTP will advance efforts to strengthen the transportation network’s ability to withstand these impacts.

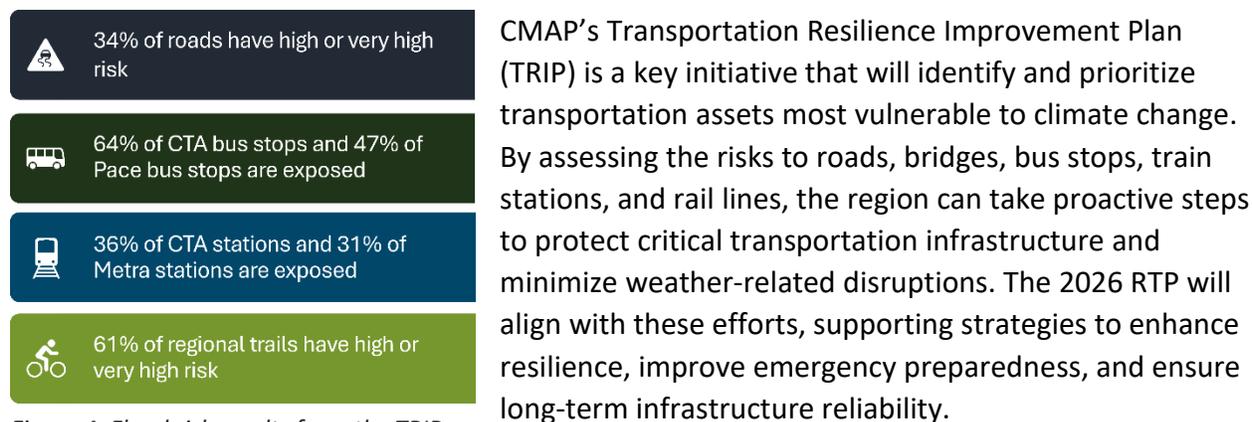


Figure 4. Flood risk results from the TRIP Risk-based Vulnerability Assessment.

## **Protect natural resources**

The region's approach to transportation planning plays a critical role in preserving and protecting natural resources. Stakeholders throughout northeastern Illinois have emphasized the importance of conserving water resources, preventing habitat fragmentation, preserving natural and agricultural lands, and more. As transportation infrastructure expands or is modernized, it is essential to balance mobility needs with environmental stewardship. The 2026 RTP will help guide the future of the regional transportation system in a way that supports mobility goals while safeguarding ecosystems that provide valuable environmental and quality of life benefits.

## Support economic prosperity and inclusive growth



Northeastern Illinois' economy is powered by its extensive and interconnected transportation system. A vast network of roads, rails, and waterways connect millions of people with destinations that advance economic prosperity for local communities, the region, state, and nation. In addition to making connections for local residents, the transportation system also facilitates the economically impactful industry of travel and tourism. Furthermore, the region is a critical hub for goods movement, supporting \$365 billion in domestic trade and \$245 billion in international trade each year.<sup>7</sup> Looking ahead, the 2026 RTP will explore strategies to further leverage the region's transportation assets to support economic prosperity and inclusive growth.

### Leverage the transportation system to support local development goals

The diverse communities of northeastern Illinois have unique economic and land use needs, shaped by local market conditions, industry composition, and transportation infrastructure. From the urban commercial core of downtown Chicago to the agricultural areas of Kendall County, the region has a spectrum of transportation-related needs and opportunities. Tailoring transportation strategies to the needs of specific communities can help maximize the impact of infrastructure investments.

Many communities face economic challenges linked to transportation gaps, including insufficient transit access, outdated infrastructure, and disconnected job centers. Accounting for unique local context is critical to identify effective solutions. For example, mitigating freight congestion in Will County warrants an approach distinct from facilitating transit access to newly residential areas in McHenry County. The 2026 RTP will explore approaches that align transportation planning with local development priorities, ensuring that investments support economic growth, job creation, and industry-specific transportation needs.

### Prioritize multimodal access to regional employment and economic centers

ON TO 2050 reinforces the importance of investing within existing communities to strengthen economic opportunity. Infill development — leveraging existing transportation infrastructure to support growth — can promote broad, multimodal access to key economic destinations, such as major employers, commercial centers, and essential services. Communities across northeastern Illinois are actively seeking to attract new businesses and developments that can

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<sup>7</sup> Chicago Metropolitan Agency for Planning, "Emerging Priorities for ON TO 2050," October 2016, <https://cmap.illinois.gov/wp-content/uploads/FY17-0016-Priorities-Report-Final.pdf>.

serve as economic centers. While most development sites are accessible by car, transportation partners have emphasized the need to expand access via transit, biking, and walking to increase economic participation and manage congestion. The 2026 RTP will examine strategies to enhance multimodal connections to employment hubs, ensuring that workers and businesses alike benefit from a well-connected, efficient transportation system.

### **Promote the efficiency of the national freight network in the region**

With its 30,000 miles of highways, 3,900 miles of rail, 100 miles of waterways, and multiple major airports, northeastern Illinois is a critical hub for freight movement.<sup>8</sup> Access to this extensive freight network is a major competitive advantage for industries such as manufacturing, construction, and retail trade. CMAP's ongoing development of the Regional Freight System Assessment found that – in 2023 and 2024 respectively – industries in the region used the freight network to transport goods collectively worth over a trillion dollars and provide more than 210,000 jobs.

While progress has been made in reducing rail and truck bottlenecks through efforts like the [Chicago Region Environmental and Transportation Efficiency \(CREATE\)](#) program, freight congestion remains a challenge. The 2026 RTP will identify opportunities to enhance the efficiency of freight operations, exploring investments and policies that support smarter logistics, infrastructure modernization, and operational improvements to ensure that goods movement remains a competitive strength for the region.

### **Foster a high quality of life in communities adjacent to freight activity**

Freight movement is a key driver of regional economic growth, supporting jobs, businesses and the movement of goods throughout northeastern Illinois and beyond. The region's highways, rail lines, intermodal facilities, waterway and airports play an essential role in keeping supply chains efficient and ensuring businesses remain competitive. However, while freight infrastructure and activity bring economic benefits, they also create challenges for communities located near industrial and logistics hubs.

High levels of truck and rail traffic can result in noise pollution, degraded air quality and increased safety risks, particularly in areas with high residential densities, schools and other sensitive land uses. Truck congestion can contribute to wear and tear on local roads, while idling and emissions from diesel engines can have long-term public health and environmental impacts. Additionally, the movement of heavy freight vehicles through communities can create pedestrian and cyclist safety concerns, limiting mobility for those who walk, bike, or rely on transit. The 2026 RTP will explore strategies to balance freight efficiency with community well-

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<sup>8</sup> Chicago Metropolitan Agency for Planning, "Regional Strategic Freight Direction," February 2018, [https://cmap.illinois.gov/wp-content/uploads/FINAL-Regional-Strategic-Freight-Direction-with-cover\\_2-6-18.pdf](https://cmap.illinois.gov/wp-content/uploads/FINAL-Regional-Strategic-Freight-Direction-with-cover_2-6-18.pdf).

being by identifying solutions that reduce negative impacts while maintaining the economic benefits of freight activity.

## Strategically govern, fund, and preserve the system



The region’s extensive transportation network is a critical asset, but maintaining, modernizing, and operating this vast system requires sustained attention and investment. Much of our region’s transportation infrastructure traces its origins back a century or more, reflecting its legacy as one of the nation’s oldest systems – one that requires a significant level of continued investment. Alongside the significant need for system preservation, transportation agencies are also planning for new projects that address changing travel patterns and emerging challenges. Managing and funding the region’s complex transportation system involves multiple levels of government, each with distinct responsibilities and jurisdictions. As the region looks toward 2050, there is an opportunity to strengthen the coordination, funding, and administration of transportation investments to support the long-term viability of the system.

### Fund the preservation of the existing system

The transportation system in northeastern Illinois is one of the largest and most established in the nation, reflecting generations of investment in road, rail, waterway, and airport infrastructure. While this legacy provides the region with a robust transportation system, it also presents a growing maintenance backlog, as many critical assets are reaching the end of their useful life. In particular, the region has significant preservation needs for roads, bridges, rail, and transit facilities such as stations and vehicles. To protect the long-term viability of the system, it is essential to prioritize investment in maintaining and modernizing existing infrastructure.

To effectively manage maintenance needs, CMAP and its partners recognize the potential to improve asset management through better data collection and analysis. Enhanced data and decision-making tools can help agencies prioritize the most cost-effective investments – but these resources are not fully integrated into programming processes, ultimately limiting their impact. Given the scale of infrastructure reinvestment needed over the coming decades, it will be critical for the 2026 RTP to develop strategies that prioritize achieving a state of good repair across the region’s transportation system.

### **Prioritize projects that maximize benefits**

Strategic capital investments play a key role in shaping the future of the region’s transportation system. In recent years, transportation agencies have strengthened collaboration to identify regionally impactful projects that should be prioritized for state and federal funding. For example, transportation partners have coordinated regularly to [publish materials](#) that highlight priority projects for grant funding. This collaboration has continued into project implementation as well; CMAP, IDOT, and the Chicago Transit Agency jointly invested in a process to establish a corridor development office for the I-290 Blue Line Modernization project. This coordinated approach to transportation investment should be expanded and reinforced to ensure that limited funding is directed towards projects that deliver the greatest regional benefits. The 2026 RTP will support this effort by evaluating Regional Capital Projects and complementary investment strategies that prioritize projects to advance regional goals.

### **Maintain and expand revenue sources**

Achieving the region’s vision for transportation requires sustainable and sufficient funding. However, in recent years, traditional revenue sources have not kept pace with rapidly rising costs. Some sources, such as the Motor Fuel Tax (MFT), have become less effective due to changes in vehicle fuel efficiency, leading to declining revenues. Similarly, the region’s transit system is approaching a fiscal cliff, and securing sustainable funding is essential to its long-term viability.<sup>9</sup> While some transportation projects have benefitted from competitive discretionary funding at the state and federal levels, the regional system requires more stable and predictable revenue sources to support operations, maintenance, and modernization over the long term. The 2026 RTP will develop a financial plan to fund transportation projects through 2050, exploring innovative approaches to fill funding gaps and address emerging needs.

### **Facilitate government collaboration**

Coordination between transportation agencies is essential for advancing regional priorities and ensuring that infrastructure investments are efficient and effective. Many transportation projects — particularly those improving multimodal connectivity — involve multiple jurisdictions that oversee different assets, such as sidewalks, roads, and transit routes. Opportunities exist to coordinate traffic operations with transit service to smooth traffic flow, avoid duplication, and provide a seamless traveler experience. Furthermore, projects that demonstrate multi-agency coordination may perform more competitively in applications for state and federal funding. The 2026 RTP will explore strategies to support strong collaboration among transportation partners to coordinate investments, align policies, and work together to

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<sup>9</sup> Securing sustainable transit funding is explored in further detail in the “expand multimodal access” objective on page nine.

advance shared goals. Strengthening intergovernmental partnerships will be essential to continue delivering an integrated and well-functioning transportation system for the region.

### **Prepare for emerging technology**

Advancements in transportation technology present both opportunities and challenges for the region's transportation system. Intelligent Transportation System (ITS) technologies and other technology-driven solutions have the potential to enhance safety, improve traffic flow, and increase efficiency across roadways and transit networks. For example, modernizing traffic signals represents a cost-effective strategy to optimize roadway performance, which should be prioritized before considering major roadway expansions.

As the transportation system integrates new technologies, such as vehicle automation, vehicle to vehicle communication, and vehicle infrastructure communication, it is essential to anticipate potential risks and ensure that systems remain secure and resilient. Cybersecurity is an emerging concern as more transportation functions shift online, requiring proactive strategies to safeguard critical infrastructure. The 2026 RTP will research emerging technologies and develop strategies to responsibly integrate new innovations into the regional transportation system, ensuring that technology adoption enhances efficiency while protecting public safety and security.

## Looking ahead

The 2026 RTP presents an opportunity to reflect the transportation goals of communities across northeastern Illinois and chart a path to achieve them. This *Emerging Priorities* report outlines the key priorities that will guide the plan’s development, serving as a foundation for further outreach, policy research, and strategy development.

CMAP is developing a series of policy briefs to explore critical transportation topics, expanding on the priorities identified in this report as well as federal requirements and input from regional partners. These briefs will address emerging technologies, innovative financing, transportation asset management, and other key issues. The findings from these policy briefs will further strengthen the region’s understanding of critical transportation topics and provide the information needed to develop implementation strategies.

In addition, CMAP will conduct extensive engagement throughout 2025 and early 2026 to further inform the development of the plan. This effort will build on the engagement activities that contributed to this report and will include:

- Public questionnaires to gather insights from people across the region.
- Resource group meetings with subject-matter experts and transportation partners.
- Briefings with agencies and community organizations to ensure alignment with local and regional priorities.
- Focused equitable engagement activities to elevate the voices of historically underrepresented communities.

The questionnaire, plan development materials, project details, and more will all be available on the project website, at [engage.cmap.illinois.gov/2026-rtp](https://engage.cmap.illinois.gov/2026-rtp).

The adoption and implementation of the 2026 RTP will strengthen our region, fostering greater connectivity and resilience. Guided by performance-based decision-making, the RTP will drive effective transportation solutions that enhance economic opportunities and improve quality of life for all. By advancing a vision that integrates mobility, economic vitality, and community well-being, the RTP will help build a more livable and prosperous northeastern Illinois for generations to come.



*Figure 5. The 2026 RTP will advance and remain consistent with CMAP's recently updated Public Participation Plan.*



The Chicago Metropolitan Agency for Planning (CMAP) is the region’s comprehensive planning organization. The agency and its partners developed and are now implementing ON TO 2050, a long-range plan to help the seven counties and 284 communities of northeastern Illinois implement strategies that address transportation, housing, economic development, open space, the environment, and other quality-of-life issues.

See [cmap.illinois.gov](http://cmap.illinois.gov) for more information.

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## MEMORANDUM

**To:** MPO Policy Committee

**From:** CMAP Staff

**Date:** March 6, 2025

**Subject:** Congestion Management Strategy update

**Action Requested:** Information

### Purpose

CMAP staff will provide an overview of the Congestion Management Strategy (CMS), the current initiative to comprehensively update the region’s Congestion Management Process (CMP). The CMP is a federally mandated metropolitan transportation planning activity, and the region’s current CMP documentation dates from 2013. During the committee meeting, staff will outline the required components of the CMP, review the scope of work of the current CMS effort in alignment with those required components, and describe anticipated next steps for the project.

### Overview of federal Congestion Management Process requirements

Federal regulations require that urbanized areas with populations greater than 200,000 maintain a Congestion Management Process that “provides for safe and effective integrated management and operation of the multimodal transportation system, based on a cooperatively developed and implemented metropolitan-wide strategy.”<sup>1</sup> The development, establishment, and implementation of the CMP is intended to be integrated into the overall metropolitan transportation planning process.<sup>2</sup>

According to FHWA guidance, key components of a CMP include the following:

- *Objectives, performance measures, and network:* Objectives establish the desired outcomes to be achieved through the process. These objectives should be consistent with the broader regional transportation planning goals. Performance measures define and describe congestion and help the region assess progress towards meeting the

<sup>1</sup> 23 CFR 450.322(a)

<sup>2</sup> Federal regulations identify that several components of the congestion management process can inform or be incorporated directly into the Regional Transportation Plan, such as performance measures and strategies (23 CFR 450.322(b))

objectives over time. Finally, the network identifies the geographic area of application and system components to which the process applies.

- *Process to analyze congestion problems and needs:* Once the objectives, performance measures, and network are established, the CMP lays out a process to analyze congestion, which includes the identification of problem areas and root causes of congestion at those locations. This process serves as the foundation for the evaluation and ranking of priority corridors.
- *Identify, evaluate, and apply strategies:* Examples of strategies include demand management measures, operational improvements, public transportation improvements, intelligent transportation system (ITS) applications, and, where necessary, additional system capacity. These strategies can be organized into a hierarchy of improvement types, to support the identification of right-sized strategies that align with the CMP objectives and regional transportation planning goals.<sup>3</sup>

### **Development of a Congestion Management Strategy**

The current congestion management process documentation dates from 2013. As such, this CMS initiative will refresh each component of the CMP, with a focus on an updated process to analyze congestion problems and needs. This comprehensive update will set a foundation for a new approach to evaluate, identify, and rank priority corridors for planning and investment.

The CMS will include two primary deliverables to support implementation: a guidebook and a comprehensive corridor study template. The guidebook will lay out the prioritized congestion management strategies. The corridor study template will establish a framework to plan and implement these strategies, particularly for priority corridors. Future corridor planning in this context is anticipated to involve multiple agencies and span jurisdictional boundaries.

To ensure the congestion management strategy is developed in consultation with the region's stakeholders and experts, CMAP staff has convened a resource group of key transportation implementers and partners. The resource group informs each step of the CMP update process in alignment with federal regulations and FHWA guidance. The group is scoped to convene six times over the course of the comprehensive update (through June 2025) and has met four times to date.

### **Next steps**

Over the coming months, CMAP staff and the consultant team will develop and finalize the guidebook and the comprehensive corridor study template, based on feedback from the resource group. CMAP staff will return to this committee later in 2025 to present the updated CMP and to engage the committee members on opportunities to utilize the final deliverables across planning, programming, and project development.

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<sup>3</sup> For more information on the definition and regulations for the congestion management process, and to access federal guidance documents, see the FHWA webpage: [https://ops.fhwa.dot.gov/plan4ops/focus\\_areas/cmp.htm](https://ops.fhwa.dot.gov/plan4ops/focus_areas/cmp.htm)



**MEMORANDUM**

**To:** CMAP MPO Policy Committee

**From:** CMAP Intergovernmental Affairs Staff

**Date:** March 3, 2025

**Subject:** 2025-2026 Advocacy Agenda and legislative update

**Action Requested:** Information

**2025-2026 Advocacy Agenda**

One of CMAP's responsibilities is to develop an advocacy agenda that outlines policy positions and priorities that address challenges and seize opportunities across all levels of government. Updated biennially, the agenda is developed through the lens of ON TO 2050 and the strategic direction, ensuring that CMAP continuously strengthens and advances regional goals in transportation, climate, and economic competitiveness.

The advocacy agenda is a tool used to inform policymakers and elected officials with concrete and tangible actions that can be taken to effectuate change. While the theme of the 2023-2024 Advocacy Agenda focused on promoting a robust economic recovery from the pandemic, CMAP's 2025-2026 Advocacy Agenda acknowledges the economic uncertainties that lie ahead over the next several years.

The top priority in this agenda is securing a dedicated annual appropriation from the Illinois General Assembly. To broaden and expand support for local communities throughout the region, the Regional Planning Act (RPA) funding request is included at the beginning of the updated agenda to highlight the importance of this initiative.

In developing the 2025-2026 Advocacy Agenda, CMAP took into consideration the upcoming surface transportation reauthorization process and how the agenda's guiding principles can help shape the development of upcoming reauthorization legislation. Building on CMAP's recent policy research and regional policy priorities, CMAP identified key policy recommendations from the Plan of Action for Regional Transit (PART) report and Speed Management Report for inclusion in the Advocacy Agenda. These recommendations offer concrete steps for federal and state lawmakers to sustainably fund and advance regional transportation improvements, fostering a safe, reliable, and world-class system.

**FEDERAL**

**Surface Transportation Reauthorization**

The next surface transportation reauthorization process is currently underway. Congressional committees have begun reauthorization hearings to engage with transportation implementers and

stakeholders to discuss guiding principles and priorities for the next reauthorization bill. Several national advocacy organizations have also published legislative priority guides that outlined key recommendations to lawmakers.

CMAP staff is developing a shared principles guide for the region's next reauthorization bill. Throughout this process, they will collaborate with regional transportation implementers, stakeholders, and advocacy groups. Once completed, the guide will outline key policy priorities and be presented to the region's congressional delegation.

### **Federal Executive Orders**

CMAP aims to keep partners informed about federal transportation funding, grant disbursements, regulatory information, transportation programming, other related transportation news and information in response to recent executive orders and federal directives. CMAP's most recent federal update is included with this memo's packet of materials.

One update as of the posting of this memo, FHWA Headquarters previously issued guidance to its field offices requiring all division offices to forward all STIP amendments to the Office of General Counsel (OGC) at USDOT for review and approval. On Friday, February 28, 2025, it was announced that USDOT will no longer require amendments to state transportation funding plans to be reviewed in Washington before they are approved, and new guidance is on the process of being drafted. Once published, CMAP will review USDOT's new guidance to evaluate its impact on CMAP TIP amendments to the STIP.

## **STATE**

### **Strengthen Communities (HB3784) RPA funding initiative**

CMAP staff is working with lead sponsor Representative Will Davis on the Strengthen Communities (HB3784) funding initiative that would appropriate \$2M to the agency to support the planning functions and programs required in the Illinois Regional Planning Act.

CMAP derives most of its funding from the federal government for the activities associated with being a federally designated metropolitan planning organization. These funds can only be used for eligible transportation related uses and our ongoing engagement has revealed that local governments' needs go beyond the limits of this federal funding.

Despite lack of funding from the General Assembly, the needs of local communities for this support continues to grow. Local municipalities need dynamic, responsive, and adaptive resources to address day-to-day and immediate needs, but CMAP's funding limits its ability to provide timely support.

Reliable funding from the Illinois General Assembly would empower CMAP to fulfill its obligations under the Regional Planning Act. It would also strengthen communities by expanding support for counties and municipalities and enhancing responsiveness to their evolving planning needs.

CMAP staff will continue engaging with members of the General Assembly on this important initiative and have already garnered bipartisan support from several legislators across the regional. Additionally, the Illinois Municipal League (IML) and the Illinois State Association of Counties (ISACo) are in support of the legislation.

### **Transit Legislation**

Earlier this month, Senator Ram Villivalam and Representative Marcus Evans, Jr. filed a bill addressing the future of transit in northeastern Illinois in partnership with the Labor Alliance for Public Transit.

In addition to certain governance reforms and improvements to the region's transit system, the bill also calls for the creation of a Road User Charge (RUC) Advisory Committee to devise a structure for a RUC pilot in Illinois. The bill includes one seat for CMAP on this committee.

CMAP staff will continue reviewing the bill for its alignment to the Plan of Action for Regional Transit and will provide feedback to legislators as requested.

### **General legislative activity**

CMAP staff continues 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 MPO Policy 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@cmmap.illinois.gov](mailto:rgougis@cmmap.illinois.gov).

### **Bike and Pedestrian**

#### **HB2675 – VEH CD-BIKE TRAIL SIGNAGE** (Rep. Moylan)

**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.

**Status:** Referred to Rules Committee on 2/6/25

#### **HB3225/SB2285 – VEH CD-BICYCLE DEFINITION** (Rep. Jimenez/Sen. Simmons)

**Description:** Amends the Illinois Vehicle Code. Provides that a person operating a bicycle on the roadways of this State shall not be prohibited from side-by-side riding, riding contraflow on one-way streets, and rolling through stop signs at clear intersections.

**Status:** HB3225 referred to Rules Committee on 2/18/2025; SB2285 referred to Assignments Committee on 2/7/2025

#### **SB2111 – VEH CD-BICYCLES-EXEMPTIONS** (Sen. Simmons)

**Description:** Amends the Illinois Vehicle Code. Provides that a person operating a bicycle on the roadways of this State shall not be prohibited from side-by-side riding, riding contraflow on one-way streets, and rolling through stop signs at clear intersections.

**Status:** Assigned to Senate Transportation on 2/25/2025

### **Transit Improvement**

#### **HB1833/SB5 – METROPOLITAN MOBILITY AUTH ACT** (Rep. Delgado/Sen. Villivalam)

**Description:** Creates the Metropolitan Mobility Authority Act. Establishes the Metropolitan Mobility Authority. Provides that the Chicago Transit Authority, the Commuter Rail Division and the Suburban Bus Division of the Regional Transportation Authority, and the Regional Transportation Authority are

consolidated into the Metropolitan Mobility Authority and the Service Boards are abolished. Creates the Suburban Bus Operating Division, Commuter Rail Operating Division, and the Chicago Transit Operating Division. Reinserts, reorganizes, and changes some provisions from the Metropolitan Transit Authority Act and the Regional Transportation Authority Act into the new Act. Includes provisions concerning the operation of the Metropolitan Mobility Authority. Repeals the Metropolitan Transit Authority Act and the Regional Transportation Authority Act.

**Status:** HB1833 assigned to House Transportation: Regulation, Roads, & Bridges Committee on 2/25/2025; SB5 referred to Assignments Committee on 1/13/2025

[HB2963/SB1938](#) – **METRO & REGIONAL TRANSIT AUTH** (Rep. Evans, Jr./Sen. Villivalam)

**Description:** Creates the Road Usage Charge Act. Establishes the Road Usage Charge Advisory Committee to guide the development and evaluation of the road usage charge pilot program and to assess the potential for mileage-based revenue as an alternative to the current system of taxing highway use through motor fuel taxes. Sets forth the membership and duties of the committee. Requires the Department of Transportation, in consultation with the Secretary of State and based on the recommendations of the Committee, to implement a statewide pilot program by January 1, 2026 to assess a user fee on owners of motor vehicles that is based on the number of miles traveled on public roadways in this State by those vehicles. Amends the Metropolitan Transit Authority Act. Provides that, on and after February 1, 2026, the Chicago Transit Board shall have 8 members (currently 7 members). Makes changes to the number of affirmative votes by Directors required to issue bonds. Amends the Regional Transportation Authority Act. Provides that the Annual Budget and 2-Year Financial Plan must show that the aggregate of all projected fare revenues from fares and charges for mass transportation provided by, or under grant or purchase of service contracts of, the Service Boards received in fiscal years 2026 and 2027 shall equal at least 25%, and in fiscal years 2028 and 2029 and every year thereafter at least 15%, of the aggregate cost of providing such public transportation in those fiscal years. Provides that, beginning July 1, 2026, the Regional Transportation Authority shall be the sole agency responsible for the management and oversight of the fare collection systems used on all public transportation provided by the Service Boards.

**Status:** HB2963 referred to Rules Committees on 2/6/2025; SB1938 referred to Assignments Committee on 2/6/2025

[HB3630/SB1791](#) – **TRANSIT-TO-TRAILS PROGRAM** (Rep. Slaughter/Sen. Ellman)

**Description:** Amends the Department of Transportation Law of the Civil Administrative Code of Illinois. Requires the Secretary of Transportation to establish a program through which the Secretary shall award grants to eligible entities for projects that facilitate travel by public transportation to public outdoor recreation sites for outdoor activities, including hiking, biking, boating, picnicking, hunting, fishing, wildlife observation, or other nature-based activities. Provides that the Secretary shall offer grants through the Transit-to-Trails program on an annual basis. Requires the Department of Transportation to adopt rules necessary to implement and administer the program. Provides that, in considering grant applications, the Department shall prioritize projects with demonstrated intent to enhance access to outdoor recreation opportunities for populations in greatest need of improved access to outdoor nature-based recreation. Requires the Department to provide technical assistance in preparing grant applications to applicants upon request. Provides that implementation of the grant program is subject to appropriation by the General Assembly.

**Status:** HB3630 referred to Rules Committees on 2/18/2025; SB1791 referred to Assignments Committee on 2/6/2025

[SB1388](#) – **RTA ACT-REDUCED FARES** (Sen. Simmons)

**Description:** Amends the Regional Transportation Authority Act. Provides that, by December 31, 2025, the Regional Transportation Authority, the Board of the Commuter Rail Division of the Authority, the Board of the Suburban Bus Division of the Authority, and the Board of the Chicago Transit Authority shall

create a program to provide free rides to persons earning under 138% of the U.S. Department of Health and Human Services' poverty guidelines. Effective July 1, 2025.

**Status:** Assigned to Senate Appropriations- Public Safety and Infrastructure on 2/4/2025

**SB2486 – CLEAN&EQUITABLE TRANSPORTATION** (Sen. Villivalam)

**Description:** Creates the Metropolitan Mobility Authority Act, and establishes the Metropolitan Mobility Authority. Provides that the Chicago Transit Authority, the Commuter Rail Division and the Suburban Bus Division of the Regional Transportation Authority, and the Regional Transportation Authority are consolidated into the Metropolitan Mobility Authority and the Service Boards are abolished, instead creating the Suburban Bus Operating Division, Commuter Rail Operating Division, and the Chicago Transit Operating Division. Reinserts, reorganizes, and changes some provisions from the Metropolitan Transit Authority Act and the Regional Transportation Authority Act into the new Act and repeals those Acts. Includes provisions about the operation of the Metropolitan Mobility Authority. Creates the Equitable Transit-Supportive Development Act. Establishes the Office of Transit-Oriented Development. Provides that the Office and the Fund are to aid transit-supportive development near high-quality transit by providing specified funding to municipalities that have adopted the standards in the transit support overlay district for that area or that have adopted zoning and other changes that the Office determines have benefits greater than or equal to such a District, including transit support overlay districts. Includes provisions relating to Office standards, procedures, and reports.

**Status:** Referred to Assignments Committee on 2/7/2025

**Transportation Infrastructure**

**HB2403/SB1415 – REVENUE-MEGAPROJECTS** (Rep. Hoffman/Sen. Walker)

**Description:** Amends the Department of Commerce and Economic Opportunity Law of the Civil Administrative Code of Illinois. Provides that the Department of Commerce and Economic Opportunity may certify a taxpayer for an exemption from any State or local use tax or retailers' occupation tax on building materials that will be incorporated into real estate at a megaproject site. Amends the Use Tax Act, the Service Use Tax Act, the Service Occupation Tax Act, and the Retailers' Occupation Tax Act. Provides that a retailer that makes a qualified sale of building materials to be incorporated into real estate at a megaproject site may deduct the receipts from such sales when calculating the taxes imposed by those Acts. Amends the Property Tax Code. Creates the Megaproject Assessment Freeze and Payment Law. Provides that a "megaproject" is a project that meets certain investment and job creation specifications. Provides that the megaproject property is eligible for an assessment freeze. Provides that megaproject property may be granted an abatement. Provides that a company that operates a megaproject shall enter into an agreement with the municipality in which the project is located and other local taxing districts to make certain special payments. Effective July 1, 2025.

**Status:** HB2403 assigned to House Revenue and Finance Committee on 2/25/2025; SB1415 referred to Senate Assignments on 2/4/2025

**HB2789 – PROP TX-MEGA PROJECT** (Rep. Canty)

**Description:** Amends the Property Tax Code. Provides that property certified by the Department of Revenue as mega project property is eligible for an assessment freeze. Provides that, if property is certified as mega project property, then, during the incentive period, the value added to the property by the project shall not be considered for assessment purposes, and the total valuation of the property during the incentive period shall be limited to the base year valuation. Provides that "mega project" means a project that satisfies certain minimum investment, investment period, and other requirements. Contains provisions concerning incentive agreements between a company that plans to undertake a mega project and a local municipality obligating the company to make special payments in addition to property taxes. Effective June 1, 2025.

**Status:** Referred to Rules Committee on 2/6/2025

[HB3177/SB2248](#) – **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 the value of 20% of the projects annually programmed in (rather than \$400 million of contracts awarded during) the Department's multi-year highway improvement program on an annual basis (rather than for any 5-year period). 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.

**Status:** HB3177 referred to Rules Committee on 2/18/2025; SB2248 assigned to Senate Executive Committee on 2/25/2025

[HB3839](#) – **IDOT-REST STOP EV CHARGING** (Rep. B. Hernandez)

**Description:** Amends the Department of Transportation Law of the Civil Administrative Code of Illinois. Requires the Department of Transportation to install level II electric vehicle charging stations at each rest stop along each interstate highway in the State. Provides that, subject to approval by the United States Secretary of Transportation, the Department may install direct current fast-charging stations at each rest stop along each interstate highway in the State, which charge an electric vehicle charging fee in an amount no greater than what is necessary to offset the cost to the State in constructing and maintaining the charging infrastructure and procuring electricity. Allows the Department to adopt rules to implement the provisions. Amends the State Finance Act. Creates the EV Charging Station Fund for expenses directly related to the installation, maintenance, procuring electricity, and other costs associated with electric vehicle charging stations at highway rest stops. Amends the Illinois Vehicle Code. Increases the additional fee for registration of an electric vehicle to \$150 (currently \$100), with \$50 being deposited into the EV Charging Station Fund.

**Status:** Referred to Rules Committee on 2/18/2025

[SB1999](#) – **TRANSPORTATION-VARIOUS** (Sen. Porfirio)

**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:** Assigned to Senate Transportation Committee on 2/25/2025

## **Transportation Safety**

[HB1389](#) – **VEH CD-SPEED ENFORCE SYSTEMS** (Rep. Rita)

**Description:** Amends the Illinois Vehicle Code. Expands the provisions regarding automated speed enforcement systems in safety zones to include municipalities in the counties of Cook, DuPage, Kane,

Lake, Madison, McHenry, St. Clair, and Will (instead of just the City of Chicago). Provides that the net proceeds a municipality receives from civil penalties imposed under an automated speed enforcement system shall be expended or obligated by the municipality for, among other purposes, the remission of \$5 from each civil penalty to the State Treasurer for deposit into the General Revenue Fund, which shall be remitted to the State Treasurer as determined by the State Treasurer. Provides that if an automated speed enforcement system is removed or rendered inoperable due to construction, then the Department of Transportation shall authorize the reinstallation or use of the automated speed enforcement system within 30 days after the construction is complete.

**Status:** Assigned to House Executive Committee on 2/11/2025

[HB2461](#) – **VEH CD-SPEED CAMERA REVENUE** (Rep. Andrade, Jr.)

**Description:** Amends the Illinois Vehicle Code. Establishes that a municipality that operates an automated speed enforcement system shall set aside 10% of the net proceeds from each system that generates more than \$500,000 in revenue for the respective school district or park district in the safety zone in which the automated speed enforcement system is located. Provides that the set aside proceeds may be allocated for any purpose designated by the school district or park district. Set forth home rule provisions.

**Status:** Referred to House Rules Committee on 2/4/2025

[HB2934/SB2070](#) – **VEH CD-CHANGE TO SPEED LIMIT** (Rep. Hirschauer/Sen. Porfirio)

**Description:** Amends the Illinois Vehicle Code. Provides that, on and after October 1, 2025, the default speed limit is 20 (instead of 30) miles per hour within an urban district, and 10 (instead of 15) miles per hour in an alley within an urban district. Requires, by September 1, 2025, the Secretary of State to communicate the speed limit change to every licensed driver in the State via direct postal mail and a broad statewide communications campaign. Provides that a county, municipality, or township with speed enforcement authority may only issue warnings for violations during the first 60 days after the change of the speed limit is enacted. Effective immediately.

**Status:** HB2934 referred to House Rules Committee on 2/6/2025; SB2070 referred to Senate Assignments on 2/6/2025

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

**Description:** Amends the Illinois Vehicle Code. In a provision regarding automated speed enforcement systems in safety zones, provides a safety zone may, upon completion of a crash study, include a portion of Lake Shore Drive if the Chicago Department of Transportation designates an area of it as a high crash corridor.

**Status:** Assigned to Senate Executive Committee on 2/25/2025

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

**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 federal or municipal highway.

**Status:** Assigned to Senate Transportation Committee on 2/11/2025

## **Transportation Funding**

[HB1283](#) – **MUNI CD-MOTOR FUEL REVENUE** (Rep. DeLuca)

**Description:** Amends the Illinois Municipal Code. Provides that all municipalities (currently, only municipalities in a county with a population of over 3,000,000 inhabitants) may impose a motor fuel tax. Effective immediately.

**Status:** Assigned to House Tax Policy: Other Taxes Subcommittee on 2/25/2025

[HB1291](#) – REVENUE-ELECTRIC VEHICLES (Rep. Vella)

**Description:** Creates the Electric Vehicle Motor Fuel Tax Replacement Fee Act. Provides that, for State fiscal years beginning on or after July 1, 2025, each person that is an owner of an electric vehicle registered with the Secretary of State as of July 1 of that fiscal year shall pay an annual fee for each electric vehicle owned by that person. Sets forth the amount of the fee. Requires the Secretary of State and the Department of Transportation to certify certain information to the Department of Revenue for the purpose of calculating the amount of the fee. Effective immediately.

**Status:** Assigned to House Tax Policy: Other Taxes Subcommittee on 2/25/2025

[SB1319](#) – MOTOR FUEL TX-PROCEEDS (Sen. Villivalam)

**Description:** Amends the Motor Fuel Tax Law. Provides that, of the proceeds that are deposited into the Road Fund, \$27,000,000 shall be transferred each month to the Department of Transportation to be distributed to municipalities of the State, counties of the State, and road districts of the State according to a specified formula.

**Status:** Assigned to Senate Appropriations- Public Safety and Infrastructure on 2/4/2025

[SB1382](#) – MOTOR FUEL-PUBLIC HIGHWAYS (Sen. Feigenholtz)

**Description:** Amends the Motor Fuel Tax Law. Provides that "motor fuel" means all volatile and inflammable substances, whether in liquid or gaseous form (currently, volatile and inflammable liquids). Provides that incidental use of motor fuel on private roads or private highways in the operation of a motor vehicle does not constitute a "purpose other than operating a motor vehicle upon the public highways" and does not form a basis for a claim for refund. Effective immediately, except that certain provisions take effect January 1, 2026.

**Status:** Assigned to Senate Revenue Committee on 2/4/2025

[SB1608](#) – CARGO TRANSPORT ACT (Sen. Ventura)

**Description:** Creates the Cargo Transportation Fee Act. Provides that the corporate authorities of a municipality or a county may impose a fee upon interstate carriers and intrastate carriers that (i) transport by common carrier tangible personal property in the State, (ii) transport that tangible personal property for the purpose of selling that tangible personal property at retail, and (iii) receive tangible personal property directly from an intermodal facility that is located in the municipality or county that enacts the ordinance. Sets forth the amount of the fee. Provides that 95% of the proceeds from the fee shall be deposited into the Cargo Transportation Fee Fund and 5% of the proceeds shall be deposited into the Motor Carrier Safety Inspection Fund. Amends the State Finance Act to create the Cargo Transportation Fee Fund and sets forth the uses for that Fund.

**Status:** Assigned to Senate Revenue on 2/11/2025

[SB1805](#) – REVENUE-ELECTRIC VEHICLES (Sen. Villivalam)

**Description:** Creates the Electric Vehicle Charging Fee Act. Provides that a fee is imposed on the privilege of engaging in business as an electric vehicle power provider in this State. Provides that, from January 1, 2026 through January 1, 2027, the rate of fee shall be \$0.06 per kilowatt hour of electric vehicle power. Provides that the rate of fee shall be increased on January 1 of each year by the percentage increase, if any, in the Consumer Price Index. Amends the Public-Private Partnerships for Transportation Act. Creates a dynamic wireless electric vehicle charging pilot program. Amends the Illinois Administrative Procedure Act to provide for emergency rulemaking. Effective January 1, 2026.

**Status:** Referred to Senate Assignments on 2/6/2025

- Attachment 1: CMAP Advocacy Agency 2025-2026
- Attachment 2: 2025 Regional Planning Act fact sheet
- Attachment 3: 2.26.25 CMAP Update

2025 - 2026

# Federal and State Advocacy Agenda

Washington, D.C.

Springfield, IL





# Introduction

In 2025, the Chicago Metropolitan Agency for Planning (CMAP) will mark its 20th anniversary. Over these two decades, we have worked with our federal, state, and local partners to make northeastern Illinois a stronger, more resilient place to live.

As the federally designated metropolitan planning agency for northeastern Illinois and the state-mandated regional planning agency, we continue to serve the 7-county region and 284 municipalities by planning regionally and locally; influencing change; investing strategically; and collaborating and convening.

These last few years particularly have demonstrated how important and valuable our work is — a global pandemic and its compounding health, social, economic, quality of life and equity impacts; never-seen-before transit shifts; extreme economic impacts; a funding crisis facing our transit system; and unprecedented opportunity with funding from the Infrastructure and Investment Jobs Act.

Northeastern Illinois remains one of the world’s greatest economic centers with a diverse workforce, vast multimodal transportation system, and abundant natural resources. Yet, the region faces challenges from the need to adequately fund transportation, a changing climate, and an increasingly competitive global economy with starker economic disparities.

CMAP’s 2025-2026 Advocacy Agenda details policy positions and priorities that can help the region address challenges, seize opportunities, and continue to thrive.

# CALL TO ACTION

**CMAP's top legislative priority is securing a dedicated annual appropriation from the state to support a wider range of technical assistance offerings.**

## Investing in CMAP, investing in the region

### Background

When the General Assembly created CMAP in 2005 through the Regional Planning Act, lawmakers envisioned CMAP as the comprehensive planning entity for the region, engaging in topics like transportation, land use, zoning, climate, water resources management, economic development, and more.

### The issue

Despite this legislative mandate and demonstrated need throughout the region, **CMAP's funding has not been similarly comprehensive.** The vast majority of the agency's resources are limited to transportation planning which, while a significant need in the region, does not represent the totality of CMAP's mandate. CMAP must seek and rely on grants and philanthropic revenue sources for work that does not directly relate to transportation, such planning around climate resiliency and economic competitiveness. This makes it difficult to reliably and consistently provide this support. Without dedicated funding from the state for more comprehensive planning support, CMAP will continue to be limited in its offerings to the region.

### The solution

**CMAP's top legislative priority is securing a dedicated annual appropriation from the state to support a wider range of technical assistance offerings.** With a modest investment in CMAP, the cities, villages, and counties of northeastern Illinois will benefit for years to come.





# Transportation

Resources available under the federal **Infrastructure Investment and Jobs Act (IIJA)** have allowed the region to modernize its transportation infrastructure and advance solutions that address Illinois' most pressing mobility issues exacerbated by the pandemic. Consistent with our responsibilities as the region's metropolitan planning organization (MPO), CMAP has worked with our federal and state partners to build consensus and identify **priority projects for IIJA funding** that can address the region's safety, emissions, and resilience challenges. This has allowed the region to make progress on some of the major capital priorities for the region and state, including the I-290/Blue Line modernization project.

The IIJA has provided tremendous funding opportunities to improve the mobility of all travelers while addressing challenges such as outdated and inaccessible street design, freight bottlenecks, air quality, and climate impacts that threaten the region's ability to grow inclusively by 2050 and beyond. Notably, through the Safe Streets and Roads for All award, CMAP has provided critical safety planning and implementation support so local jurisdictions can address the traffic safety crisis and protect the most vulnerable road users.

To continue to maximize the federal resources coming to the region, CMAP, like other MPOs, needs increased flexibility and improved access to federal funding. Additional steps can be taken at the state level to complement these new and significant funding opportunities from the IIJA and strengthen the region's position as surface transportation reauthorization discussions progress.

At the local level, the slow return to pre-pandemic ridership has exacerbated the challenges with the prolonged, chronic underfunding of northeastern Illinois' transit system. CMAP's **Plan of Action for Regional Transit** presents a series of options for the General Assembly to pursue to not only address the looming \$730 million operating budget deficit, but also to enable a more affordable, accessible, frequent, and coordinated regional transit system. In addition, the transit system is still plagued by capital underfunding to address the State of Good Repair needs.

The following lists the transportation policy positions and priorities that CMAP supports on both the federal and state levels.

# CMAP supports **sustainably funding transportation**

## FEDERAL ACTIONS

Provide consistent support for mass transit operations following the expiration of pandemic-era relief.

---

Increase funding for transit through the Highway Trust Fund and increase other transportation system user fees.

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Revise federal requirements to eliminate the funding disparity between transit projects and highway projects. This could include increasing the federal share under the Federal Transit Administration's (FTA) New Starts grant program from 60 to 80 percent (equal to highway projects).

---

Increase the federal motor fuel tax rate and index it to the rate of inflation each year.

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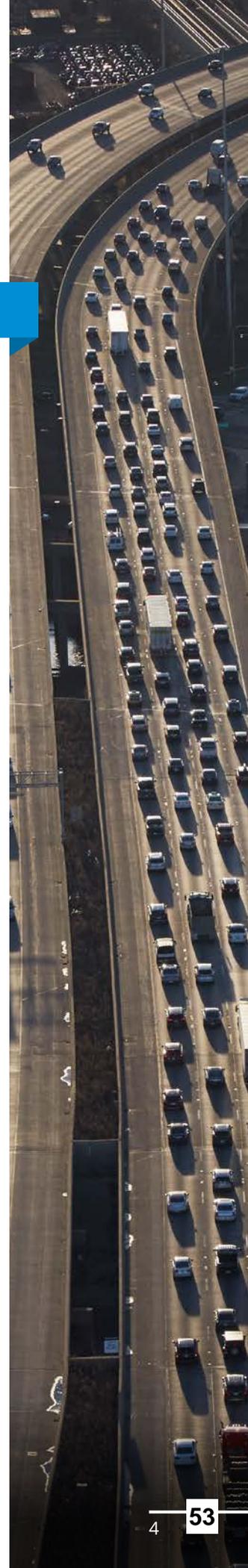
Develop and implement innovative funding mechanisms, such as a national per-mile road usage charge and a federal freight transportation fee.

---

Require the Federal Highway Administration (FHWA) to develop a report that recommends ways to modernize highway funding formulas and better align them with state and MPO performance measurement goals.

---

Provide greater flexibility for states and regions to impose user fees by removing federal restrictions on tolling the interstate system and removing interstate system restrictions on commercial activity.





## STATE ACTIONS

Enact sales tax reforms that increase state and local revenue available for transit operations. *Please see the recommendation in the Regional Economic Competitiveness section that details how such reforms can benefit other uses.*

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Fully fund paratransit services and other state-mandated programs.

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Fully fund any future discounted fare programs for low-income travelers.

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Implement a feasibility study that examines replacing the state motor fuel tax with a road usage charge. A feasibility study should produce recommendations for the design and implementation of future pilot programs, address opportunities for innovation, and support state and regional policy goals around climate and equity.

---

Develop a comprehensive framework of transportation demand management requirements and incentives for employers to encourage commuting by transit. This could include the development of a commuter trip reduction program and incentive programs that encourage employers to support non-car travel options for their employees.

# CMAP supports **innovations that streamline project delivery and facilitate regional transportation improvements**

The Plan of Action for Regional Transit (PART) offers numerous system improvements to the region's transit system that can be supported by state action and funds.

## STATE ACTIONS

Require transit providers to develop a regional transit service framework to guide decisions on service improvements and related capital investments.

Fully integrate transit fares among the three service boards and complementary systems.

Require and fund the creation of a regional bus priority plan and establish an interagency structure accountable for its implementation.

Require and fund transit agencies to develop a comprehensive plan to prioritize transit accessibility investments

Further enable public-private partnerships for regional infrastructure, including providing resources for innovative financing, advancing design-build strategies, and promoting workforce equity.





# CMAP supports **increased investment in safe and complete streets and policy changes that enable a safe system approach**

## FEDERAL ACTIONS

Increase funding for states, counties, and cities to complete and implement Safe Streets and Roads for All safety action plans and implementation projects.

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Expand MPO programming authority for funding available under the FHWA's Highway Safety Improvement Program (HSIP). HSIP provides federal aid to help significantly reduce traffic fatalities and serious injuries on all public roads.

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Through expanded HSIP programming authority, reflect the responsibilities of the FHWA's Safety Performance Management goals and establish a permanent 15-percent set aside for safety improvements that address vulnerable road users like bicyclists and pedestrians.

---

Facilitate a partnership between the U.S. Department of Transportation (USDOT), state and local law enforcement, health departments, state DOTs, and MPOs to improve data collection methods for crash data.

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Study and identify policies that target speed limit compliance among drivers of large and heavy fleet vehicles, such as intelligent speed assistance.

---

Identify dedicated resources that provide local governments with comprehensive support to remove barriers to accessibility in compliance with Americans with Disabilities Act (ADA) provisions.

## STATE ACTIONS

Modify the Illinois Motor Vehicle Code to permit reduced speed limits in urban and residential areas and provide further guidance to municipalities that wish to reduce municipal speed limits by ordinance.

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Pilot new approaches to roadway design that reduce travel demand, encourage slower operating speeds, and support compliance with speed limits.

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Improve existing design guidance and standards to support compliance with speed limits.

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Authorize a pilot program for automated speed enforcement at high-crash locations that includes an equity-centered approach toward fines.

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Update driver education curricula appropriately to explain the risks of speeding. Expand school-based education programs on traffic safety.

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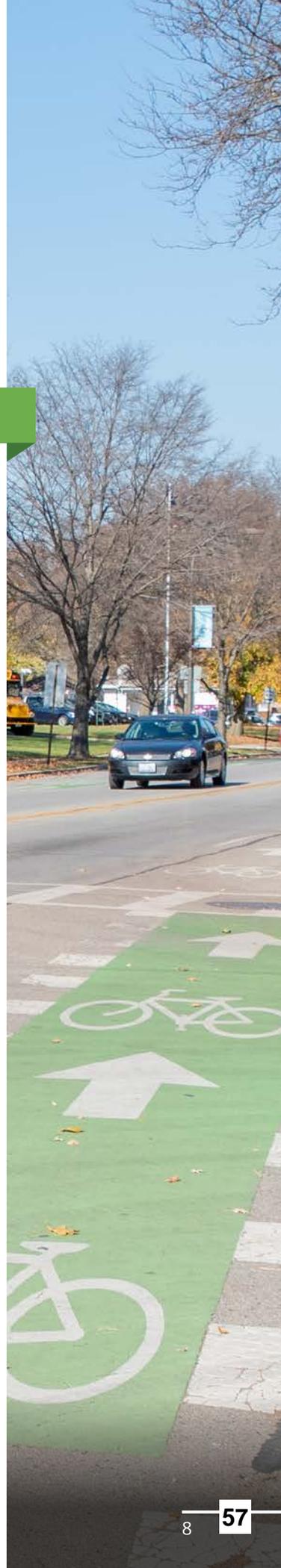
Authorize local jurisdictions to create a pilot program to test income-based fines, escalating fines, or other alternative traffic enforcement structures that consider a driver's ability to pay that may be below the statutory minimum.

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Expand reporting requirements for traffic violation fines and ticketing outcomes to allow for data to provide a comprehensive equity analysis.

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Identify dedicated funds that provide local governments with comprehensive support to remove barriers to accessibility and comply with ADA provisions.





# Climate

The growing threat of climate change continues to test northeastern Illinois' resilience. Over the past decade, CMAP's 7-county region **reduced greenhouse gas emissions by a mere 9 percent**, or less than 1 percent a year, setting a pace that will fall short of ON TO 2050's goal to cut regional emissions by 80 percent by 2050. To prevent the most severe impacts of climate change, the region will need to reduce emissions by 5 percent every year through 2050. This is especially critical for the transportation sector — which comprises one of the largest sources of emissions in Illinois — increasing the need for policies that can mitigate congestion and protect communities from greater climate risks.

Progress has been made at the state and federal level. Illinois' Climate and Equitable Jobs Act puts the state on a path toward a 100 percent clean energy future by 2050 through investments in renewable energy and clean energy job creation. The state's Reimagining Electric Vehicles Act introduced new incentives to strengthen Illinois' competitiveness as a hub for electric vehicle manufacturing. Furthermore, the IJA and the Inflation Reduction Act commit an unprecedented level of investment toward emissions reductions, clean energy production, and resilience.

However, more work remains to be done. Climate change and extreme weather threaten the health, livelihood, and well-being of everyone, but they often exacerbate existing social and health inequities for our most vulnerable residents. Health inequity can be addressed through regional and local plans by prioritizing health equity outcomes. Municipal and regional planners can deepen the understanding of health impacts through data-driven decisions.

In addition, the climate action plans that the region and state are embarking on under the U.S. Environmental Protection Agency's Climate Pollution Reduction Grant program will provide further insights on opportunities for climate action across all sectors for state and federal leaders. The following lists the climate policy positions and priorities that CMAP supports on both the federal and state levels.

# CMAP supports **stronger policies that enhance resilience and reduce emissions and congestion**

## FEDERAL ACTIONS

Allow MPOs to use the Resilience Improvement Plan established by the IJA to qualify for the 90 percent federal share, competitive PROTECT funds, and future federal resiliency dollars that may become available.

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Provide ongoing resources to support the implementation of strategies identified in comprehensive climate action plans authorized by the Inflation Reduction Act.

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Provide greater flexibility to use toll revenues to address strategic goals with multimodal transportation and carbon reductions. Greater flexibility could include providing more reliable, high-speed transit service to improve expressway corridors.

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Adopt stronger emission standards for post-model-year 2026 to accelerate the transition of low- and zero-emissions fleets, particularly for medium- and heavy-duty vehicles.

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Require the National Oceanic and Atmospheric Administration to provide regular updates of its precipitation reports, including data and estimates that reflect future conditions to ensure planning and investment decisions can withstand the impacts of extreme weather events.

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Recognize and reward state mitigation efforts in the grant scoring criteria for FEMA Building Resilient Infrastructure and Communities grants, such as higher floodplain management standards and enhanced state mitigation plans.

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Create a uniform “Buy America” waiver process across USDOT agencies, including the FHWA and FTA, for projects that are proven to improve air quality substantially.





## STATE ACTIONS

Establish state transportation emissions reduction goals that align with Illinois' carbon reduction strategy and comprehensive climate action plan.

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Ensure timely spending of Climate Pollution Reduction Grant implementation funding that maximizes emissions reduction potential within the region and aligns with identified local and regional needs.

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Provide funding for local governments to develop and implement climate action plans and resiliency plans.

# CMAP supports **increased resources for integrated water resources management**

## FEDERAL ACTIONS

Increase funding for regional eligibility and coordination for water, wastewater, and stormwater improvements and planning. The U.S. Environmental Protection Agency should leverage regional planning agencies to assist disadvantaged communities with accessing federal and state funds.

Provide stable, long-term funding for the Great Lakes Restoration Initiative to increase investments that maintain the health, recreational attractiveness, and economic benefits of Lake Michigan and the Great Lakes. This initiative accelerates efforts to protect and restore the Great Lakes — the largest system of fresh surface water in the world.

## STATE ACTIONS

Dedicate new and sustainable revenues to support state and regional water planning and enhanced coordination among the Illinois Department of Natural Resources, Illinois State Water Survey, Illinois Water Inventory Program, and regional partners.

Improve data sharing across agencies and partners to better support integrated water resources management.

Update the Water Use Act of 1983 to include sustainable management goals, improved well review, and water use reporting processes to better integrate decisions with groundwater science.

Promote equity in water infrastructure investments supported by the State Revolving Fund. This could include increasing capacity within low-income communities to promote access to loans.

Update statewide design standards to reflect green infrastructure techniques and precipitation trends.

Increase available funding for local jurisdictions to replace lead service lines. Expand opportunities for principal loan forgiveness for the highest need communities.





# Regional Economic Competitiveness

Over the past two years, the region achieved a tremendous milestone with the formation of the Greater Chicagoland Economic Partnership (GCEP). The City of Chicago and the seven counties of northeastern Illinois laid a strong foundation for collaborative, inclusive economic development that leverages the region's assets while bringing new partners to the table. Federal and state leaders can support GCEP's success through policies and incentives that continue to drive business to the region while investing in more robust workforce development support.

Northeastern Illinois' reputation as the premier freight hub in North America establishes the sector's pivotal role in fostering an economically competitive region. Northeastern Illinois moves about \$3 trillion in goods each year by truck, rail, water, and air freight. The region is the intersection for commercial activity in the country — home to ten interstate highways, six of the nation's largest railroads, and one of the world's busiest cargo airports. Enabling safe and efficient freight mobility while reducing emissions from the sector will remain an important consideration for any future regional economic development strategy.

The **2020 Census figures**, meanwhile, showed northeastern Illinois adding population and becoming more diverse, while our workforce continued to age with the baby boomer generation entering retirement age and birth rates declining. The region's essential workers — who are disproportionately people of color — relied on transit to reach their jobs at all hours of the day during the height of the pandemic, even as the region's travel habits were shifting because of remote work. These trends emphasize the need for policies that ensure northeastern Illinois remains economically competitive in more inclusive and thriving ways.

CMAP's federal and state partners can help better prioritize strategic and sustainable development practices, strengthen housing coordination, encourage regional innovation and coordination, improve access to high quality jobs, and promote investment in communities that have felt the brunt of disinvestment for decades. Local governments will continue to play an essential role in our region's post-pandemic recovery, increasing the need for regional collaboration to foster a stronger and more resilient economy. The following lists the economic policy positions and priorities that CMAP supports on both the federal and state levels.

# CMAP supports **stronger inclusive growth that reduces economic disparities**

## FEDERAL ACTIONS

Amend the national highway goals in 23 U.S.C. § 150 to add a measure for how well the transportation system connects people to jobs and services.

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Create a demonstration grant to provide reduced fares for low-income riders to help close transit equity gaps.

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Ensure federal investments from the U.S. Economic Development Administration (EDA) are comprehensive and strategic through increased coordination with MPOs, especially in regions without an Economic Development District.

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Continue American Rescue Plan Act EDA programs and funding levels that support regional economic development. This includes the Build Back Better Challenge, the Good Jobs Challenge, and the Economic Adjustment Assistance program.

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Support place-based housing mobility solutions, including funding for efforts led by regions.

## STATE ACTIONS

Provide resources to help regions and municipalities collaborate and prioritize projects eligible for federal economic development funding. Increase resources available for regional housing readiness planning and ongoing maintenance of data that informs housing decisions.

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Streamline and improve accessibility of local and regional housing rehabilitation resources.





# CMAP supports **increased opportunities for comprehensive planning and economic development**

## FEDERAL ACTIONS

Require the FHWA and the U.S. Department of Housing and Urban Development (HUD) to provide MPOs with comprehensive technical assistance and support for the newly authorized regional housing coordination plan process. Ensure MPOs have maximum flexibility to fund the housing coordination process.

Provide targeted assistance and funding through programs like the Thriving Communities Initiative to build capacity. This includes support for Phase 1 Engineering, a major barrier that many disadvantaged communities face when planning local projects.

Create a joint office between USDOT, HUD, and the EDA to provide comprehensive support to regions with federal funding opportunities that address transportation, housing, and economic development.

## STATE ACTIONS

Require a regular audit of all tax abatements, diversions, and credits used for economic development to assess their economic and fiscal impacts.

Grant research partners access to additional information about sales tax rebate agreements (including agreement text and amounts of rebated taxes) through data-use agreements that protect proprietary business data.

Institute tax increment financing (TIF) data reporting standards to allow planners and researchers to assess TIF expenditures, impacts, and the effectiveness of TIF across the region.

# CMAP supports **improvements that help people and goods move efficiently**

## FEDERAL ACTIONS

Continue investment in USDOT's Office of Multimodal Freight to ensure it can designate a National Multimodal Freight Network that informs future freight investments.

In the event of a railroad merger, require rail carriers to describe and disclose how existing and future passenger rail service would be impacted.

Prioritize grade crossing improvements that will address increased freight traffic and delays. These projects should be prioritized for programs that can mitigate the negative impact of freight activities, including the Federal Railroad Administration's Railroad Crossing Elimination Program.

Improve the data collection program for grade crossings to be regularly updated with quality public data that supports communities most impacted by freight movement.

# CMAP supports **improvements to local and regional tax policy**

## STATE ACTIONS

Modernize the sales tax to increase state and local funding for transportation, reduce economic inequities, and give municipalities more options to generate sufficient revenue from existing and desired development. This can include polices that broaden the state sales tax base to cover additional services.

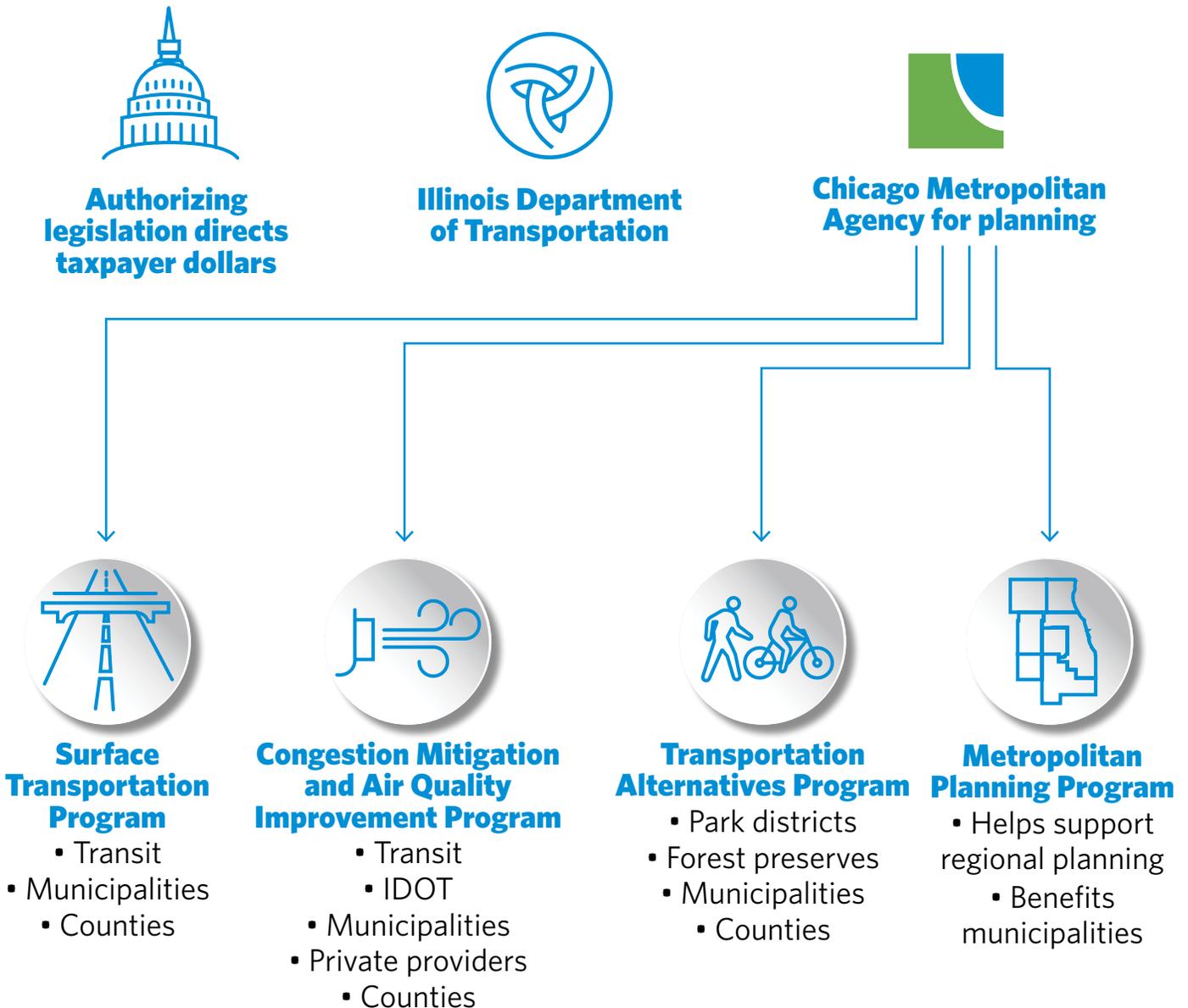
Increase state revenue allocation to local governments and reform state revenue disbursement criteria to reduce disparities across municipalities.

Allow non-home rule municipalities to impose appropriate user fees to provide services and better maintain infrastructure.



# About CMAP

CMAP was created in 2005 by state statute (70 ILCS 1707). CMAP's Policy Committee is the federally designated MPO for the seven counties of Cook, DuPage, Kane, Kendall, Lake, McHenry, and Will, plus portions of DeKalb and Grundy. State and federal mandates require CMAP to conduct comprehensive regional planning, prioritize transportation investments, provide technical assistance for communities, and compile data resources that enhance decision making.



# CMAP Board

## City of Chicago appointments

**Frank Beal**, senior executive, Civic Consulting Alliance

**Nina Idemudia**, chief executive officer, Center for Neighborhood Technology

**John Roberson**, chief operating officer, City of Chicago

**Joanna Ruiz**, vice president, Wallin/Gomez Architects

**Anne Sheahan**, executive vice president of business affairs, HNTB Corporation

## Cook County appointments

**Gerald Bennett**, mayor, Palos Hills (Southwest Cook)

**Jada Curry**, mayor, Village of Lynnwood (Suburban Cook)

**Paul Hoefort**, mayor, Village of Mount Prospect (Suburban Cook)

**Richard Reinbold**, president, Village of Richton Park (South Cook)

**Matthew Walsh**, former trustee, Indian Head Park (West Cook)

## Collar county appointments

**Matthew Brolley**, president, Village of Montgomery (Kane/Kendall)

**Gary Grasso**, mayor, Village of Burr Ridge (DuPage)

**John Noak**, mayor, Village of Romeoville (Will)

**Nancy Rotering**, mayor, City of Highland Park (Lake)

**Carolyn Schofield**, member, McHenry County Board (McHenry)

## Non-voting members

**Abolfazl (Kouros) Mohammadian**, PhD, professor and department head, Civil, Materials, and Environmental Engineering, University of Illinois at Chicago

**Leanne Redden**, executive director, Regional Transportation Authority (MPO Policy Committee)

**Vacant** (governor's appointee)

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## Intergovernmental Affairs contacts

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Chicago Metropolitan  
Agency for Planning

An aerial photograph of a town, likely in northeastern Illinois, showing a mix of residential and commercial buildings, a large parking lot, and a river or lake in the background. The town is surrounded by greenery and trees.

# Strengthen Communities

## Realize the potential of the Regional Planning Act

HB3784 (Rep. Will Davis, Rep. Elizabeth “Lisa” Hernandez, Rep. Robert “Bob” Rita, Rep. Brad Stephens, Rep. Dan Ugaste, Rep. Eva-Dina Delgado, and Rep. Martin Moylan)

### Strengthen communities, invest in CMAP

An investment in the Chicago Metropolitan Agency for Planning (CMAP) is an investment in the 284 municipalities and 7 counties the agency serves. The proposed legislation appropriates \$2 million to CMAP to support the planning functions and programs required in the Illinois Regional Planning Act to:

- Build capacity and deliver technical assistance to local governments
- Collect, exchange, share, analyze, evaluate, model, and share data
- Develop the comprehensive regional plan that addresses transportation, land use, housing, natural resource management, water supply, flood control, economic development, and more (ON TO 2050)
- Foster meaningful and equitable engagement
- Inform and shape land use and transportation policies
- Plan for a coordinated and integrated regional transportation system
- Plan for safe and equitable transportation investments
- Produce official forecasts for growth

This investment will strengthen CMAP’s valuable planning work in partnership with counties and municipalities in northeastern Illinois. An appropriation to CMAP to meet the demand for planning services realizes the potential of the Regional Planning Act’s directive *that funding shall be provided to CMAP to support those functions and programs.*

### Communities face unmet needs

**More than half of the 284 municipalities in northeastern Illinois do not have on-staff planning professionals and many cannot secure the resources required** to strategically plan for economic growth, collectively coordinate infrastructure improvements, and collaboratively plan for future development. Even fewer have recently adopted plans that guide their local priorities and fundable projects. Local governments in the region need additional resources to support essential planning activities that drive growth, enhance transportation and safety, improve quality of life, and access critical funding.

## CMAP responds to the call

In 2024, CMAP received 122 applications in response to its annual call for [technical assistance](#) project proposals but was only able to award a quarter of those projects to its local partners. CMAP helps to fill the gap for many communities, but the local need exceeds the agency's ability to provide planning assistance.

Since 2012, CMAP has conducted a biennial municipal survey to understand local government needs and priorities. In 2024, we heard from a record 246 municipalities (an 86 percent response rate), further echoing our regional partners' desire to collaborate with CMAP.

## Expand funding to support community needs

CMAP derives most of its funding from the federal government for the activities associated with being a federally designated metropolitan planning organization. These funds can only be used for eligible transportation related uses and our ongoing engagement has revealed that local governments' needs go beyond the limits of this federal funding.

Reliable funding from the Illinois General Assembly would allow CMAP to expand its support to counties and municipalities and be more responsive to their planning needs.

## CMAP's levers: what we do



### Plan regionally and locally

CMAP works with our partners to develop and implement the region's 30-year comprehensive plan (ON TO 2050). This guides transportation investments and other regional priorities.



### Influence change

CMAP collaborates with our partners to influence and advance policies that make northeastern Illinois a stronger, more resilient place to live. We convene and engage on issues where no consensus agenda presently exists. We facilitate dialogue with government partners, community organizations, stakeholders, and the public. And we inform and engage diverse audiences in planning, consensus building, and decision making.

CMAP also produces a wide variety of data, including community snapshots at the regional, county, and municipal levels. We research, analyze, forecast, model, and share data to help communities assess complex regional issues.



### Invest strategically

CMAP manages competitive funding processes to carry out our required federal and state planning functions. We provide planning services to communities to get them in the pipeline for local infrastructure projects funded through the Transportation Improvement Program — strengthening local partners' access to funding to design and build critical community infrastructure projects.

### Questions?

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Visit [cmap.illinois.gov](http://cmap.illinois.gov) for more information



Chicago Metropolitan  
Agency for Planning



# CMAP Update

February 26, 2025

Last updated: March 6, 2025

CMAP is providing this update to key partners, including the region's Councils of Governments (COGs), planning liaisons, county transportation stakeholders, IDOT and others.

CMAP aims to keep partners informed about federal transportation funding, grant disbursements, regulatory information, transportation programming, other related transportation news and information in response to recent executive orders and federal directives.

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## Local FHWA staffing

**What's Happening:** CMAP received confirmation that of the 34 staff members from the Illinois Division of the Federal Highway Administration (FHWA) office only 19 staff members remain due to the loss of staff that were in their probationary period and those who took the Deferred Resignation Program option. It is expected that number could be further reduced. Currently, there are only three members directly supporting Northeastern Illinois activities for CMAP, IDOT and our partners.

**Why it matters:** CMAP relies on local FHWA staff to provide review of MPO work products, including the TIP. They also provide guidance and contribute to regional conversations through non-voting participation in CMAP committees and participation in bi-weekly calls with the planning liaisons, IDOT and CMAP. Without these staff in place, CMAP and our partners will have to submit products for federal review earlier in order to account for potential delays and we may have to wait longer than we anticipate for answers to important questions.

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## January 29<sup>th</sup> USDOT Memorandum and DOT Order

**What's Happening:** USDOT issued two documents on January 29, 2025 to all USDOT officers and operating administrators providing preliminary guidance to modal administrators and officers of USDOT.

One was a memo titled [Implementation of Executive Orders Addressing Energy, Climate Change, Diversity and Gender](#) and details a process for reviewing all activities under USDOT purview.

- Within 10 days all administrators were asked to identify “*all DOT orders, directives, rules, regulations, notices, guidance documents, funding agreements, programs, and policy statements... which are subject to the relevant executive orders.*”



- Within 10 days following the report, administrators were required to begin to initiate action to “rescind, cancel, revoke and terminate” anything identified “not required by clear and express statutory language.”
- “Office of the General Counsel and Office of Under Secretary for Policy shall be responsible for overseeing compliance with this Memorandum and within 30 days of the date hereof shall submit a written report to the secretary regarding the status of compliance by each OA and OST component.”

A DOT Order was issued on the same day, titled "[Ensuring Reliance Upon Sound Economic Analysis in Department of Transportation Policies, Programs and Activities](#)" stated purpose is to update and reset the principles and standards for USDOT. The memo includes direction that all funding initiatives be “based on sound economic principles and analysis supported by rigorous cost-benefit requirements and data-driven decisions.”

Furthermore, the Order states all DOT supported or assisted programs and activities prioritize projects and goals that “utilize user-pay models; direct funding to local opportunity zones; mitigate the impact of activities on families – families with young children – and give preference to communities with marriage and birth rates higher than the national average; prohibit recipients of DOT support/assistance from imposing vaccine and mask mandates; and require local compliance or cooperation with Federal immigration enforcement with other goals and objectives specified by the President or Secretary.”

Next steps listed in the DOT Order include the delegating the authority to the USDOT General Council to implement activities, which includes development and issuance of guidance, revision of NOFOs, and review existing grant agreements. A requirement to prepare a report describing efforts to comply with this order must be submitted in six months and every six months thereafter.

**Why it matters:** As USDOT continues to review and revise policy direction, ongoing grant agreements and projects may be disrupted as new direction is provided to remove or adjust current tasks in grant agreements. To date, no formal guidance has been provided; however, changes are being made to current processes as illustrated by the next item on review of Statewide Transportation Improvement Program (STIP) amendments and review process. MPOs and others are awaiting more direct guidance on how to implement priorities like supporting families with higher than the national average birth rate and marriage rate. It remains to be seen whether these new policies will impact the distribution of federal funds or grants across the nation.



## Statewide Transportation Improvement Program (STIP) amendments and review process

**What's Happening:** FHWA Headquarters issued new guidance to its field offices requiring all division offices to forward all STIP amendments to the Office of General Counsel (OGC) at USDOT for review and approval. *Update: as of February 26, 2025, USDOT has reversed this policy and plan reviews are proceeding as normal.*

FHWA divisions are continuing to accept STIP amendment submissions; however, an added layer of review has been placed on all projects requiring a STIP amendment. If an extended review period continues, project implementation schedules could face significant disruptions. Potential impacts include delays in project letting, contract awards, construction start dates, and the obligation of federal funds—jeopardizing the ability to meet fiscal year deadlines and potentially risking the lapse of funds.

The Association of Metropolitan Planning Associations shared with CMAP and its other MPO members that FHWA Headquarters issued new guidance to its field offices stating:

*"This message clarifies the process for FHWA and FTA planning approvals. As has been standard in every transition, documents affecting the public are reviewed prior to issuance to ensure compliance with current Administration priorities. An administrative review is now underway, with the FHWA and FTA assessing documents for this purpose.*

*In the meantime, there is no pause. FHWA and FTA planning actions continue and all FHWA Division Office and FTA Regional Office are working quickly to ensure that planning actions on Statewide Transportation Improvement Program (STIP) approvals, STIP amendments, State Planning and Research Work Programs (and amendments), Unified Planning Work Programs (and amendments) and Transportation Management Area Certification Review letters and reports, and conformity determinations are in compliance with the DOT Orders. FHWA will provide further clarification once administrative review and written guidance are complete."*

**Why it matters:** No timeline has been provided for how long OGC reviews will take, raising significant uncertainty and concern among MPOs and industry partners.

Given the required consistency between STIP and TIP amendments, we are actively assessing how the additional layer of review could affect the TIP. In areas with large-scale projects or narrow construction windows, even short delays can cascade into prolonged setbacks, increased project costs, and missed opportunities to address critical transportation needs.

After being approved by the region, CMAP TIP amendments are forwarded to IDOT for incorporation into the STIP. STIP amendments must be approved by USDOT. Federal funding cannot be authorized for any phase of a project if the project and its funding are not included in the approved TIP and STIP. For decades, CMAP's TIP amendment schedule has been developed to correspond to the state's construction letting schedule, allowing flexibility in programming based on the most realistic



estimates available for projects prior to letting. If approvals are delayed by a new layer of federal

review projects are likely to be underfunded or delayed to a point where an entire construction season may be missed.

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## National Environmental Policy Act (NEPA) rule

**What's Happening:** The White House Council on Environmental Quality (CEQ) has issued an Interim Final Rule to remove the long-standing regulations guiding how agencies implement the National Environmental Policy Act (NEPA). This shift gives agencies like USDOT greater flexibility in shaping their own NEPA procedures. While USDOT has established NEPA regulations, this change could lead to revisions that would affect how the environmental impacts of transportation projects are assessed. This EO revoked three prior Executive orders noting that NEPA documents should not include an environmental justice analysis, to the extent that this approach is consistent with other applicable law.

Read AMPO's [analysis](#).

**Why it matters:** While we await any new direction from USDOT, impacts to projects under environmental review are unknown at this time. However, as NEPA regulations are revised, the reduction in local FHWA staffing and relevant expertise to provide necessary guidance will add further delay to the project approval process.

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## Other

There are a number of other questions, concerns and issues that our partners have identified. CMAP is actively following developments around these topics and will provide updates when we have more clarity on these issues.

- Availability of federal funds that are programmed, authorized for federal participation, or already obligated by US DOT.
- Impacts to the region's Air Quality Conformity status and procedures, particularly regarding greenhouse gas emissions.
- Impact to environmental justice and equity in our work.
- Impact of changing policy priorities and funding availability on the project selection process currently underway for CMAQ, CRP, STP Shared Fund, and Local TAP programs and the local STP project selection that is scheduled to begin in October 2025.

## Resources:

The **Association of Metropolitan Planning Associations (AMPO)** continues to update its members



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on key developments that impact funding, policy, and compliance, including legal cases and other policy updates.

[2.20.25 The National Beat](#) -- Stay informed with AMPO's latest insights, including updates from federal agencies, Capitol Hill developments, and key national transportation news.

[2.21.25 The Friday Docket](#) - A weekly legal briefing that highlights key legal developments affecting funding, policy, and compliance. While some cases may not seem directly related to transportation, they often have far-reaching implications for federal funding, agency authority, and compliance—potentially impacting MPO access to transportation funding, long-term planning, and program administration.

**Infra Insight Blog** - Nossaman's 30+ infrastructure attorneys offer practical experience, insider insight and thoughtful analysis on local and national policy developments that affect the market and their clients.

[2.24.25 Infra Insight](#) - New Transportation Secretary Gets to Work with New Directives, Diversity, Equity, and Inclusion and more

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