



TRANSPORTATION COMMITTEE

AGENDA - FINAL

Friday, February 28, 2025

9:30 AM

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

Members of the public who attend in-person can pre-register for a visitor's pass at info@cmap.illinois.gov until February 27, 2025 at 4:00 p.m. or should plan to arrive early to check-in with the building's information desk for access.

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

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

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

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

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

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

1.0 Call to Order and Introductions**2.0 Agenda Changes and Announcements****3.0 Approval of Minutes****3.01** Minutes from December 20, 2024 [25-042](#)

PURPOSE & ACTION: Review and approval of the minutes.

ACTION REQUESTED: Approval

Attachments: [TC meeting minutes 12.20.24](#)

4.0 CMAP Updates**5.0 Items for Approval****5.01** FFY 2023-2028 Transportation Improvement Program (TIP) amendments and administrative modifications [25-048](#)

PURPOSE & ACTION: TIP amendment 25-05 was published to the eTIP web site on February 21, 2025 for committee review and public comment. A memo summarizing formal TIP amendment 25-05 and administrative amendments 25-05.1 and 25-05.2 is included in the meeting materials. Staff requests approval of TIP amendment 25-05.

ACTION REQUESTED: Approval

Attachments: [TC\(Memo\)TIP Amend25-05](#)
[Formal TIP Amendment 25-05](#)
[Administrative TIP Amendment 25-05.1](#)
[Administrative TIP Amendment 25-05.2](#)

6.0 Information Items**6.01** Regional Transportation Plan (RTP) update [25-043](#)

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: Informational

Attachments: [20250228 TC - RTP Cover Memo](#)
[RTP emerging priorities report](#)

6.02 Legislative update [25-050](#)

PURPOSE & ACTION: The Intergovernmental Affairs team will provide a legislative update and discuss the 2025-2026 Advocacy Agenda.

ACTION REQUESTED: Information

Attachments: [6.02 Legislative Update Memo 2025-02-21](#)

7.0 Other Business**8.0 Public Comment**

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

9.0 Next Meeting

The next meeting is scheduled for April 25, 2025.

10.0 Adjournment



TRANSPORTATION COMMITTEE

MEETING MINUTES - DRAFT

Friday, December 20, 2024

9:30 AM

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

Members of the public who attend in-person can pre-register for a visitor's pass at info@cmap.illinois.gov until December 19, 2024 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/89184656879?pwd=PsBFjkg2bC3t6RhfoTfyLLaFbPHiZX.1>

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

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1.0 Call to Order and Introductions

Chair Kevin Carrier called the meeting to order at 9:32 a.m.

Present: CDOT Representative, CMAP Representative, CNT Representative, CoM Representative, Cook Co Representative, CTA Representative, DuPage Co Representative, IDOT-D1 Representative, IDOT - OIPI Representative, IDOT - OP&P Representative, IEPA Representative, Kane Co Representative, Kendall Co Representative, Lake Co Representative, McHenry Co Representative, Metra Representative, MPC Representative, NIRPC Representative, Pace Representative, RTA Representative, SEWRPC Representative, Tollway Representative, and Will Co Representative

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

Non-Voting: FHWA Representative

Absent (NV): FTA Representative

Noting a physical quorum of the committee, Chair Kevin Carrier reported requests were received from Tollway Representative Karyn Robles and Will Co Representative Christina Kupkowski to attend the meeting virtually in compliance with the Open Meetings Act.

A motion was made by CoM Representative Leon Rockingham, seconded by IDOT OP&P Representative Brandon Geber, to permit the virtual attendance of Tollway Representative Karyn Robles and Will Co Representative Christina Kupkowski. The motion carried by the following vote:

Aye: CDOT Representative, CMAP Representative, CNT Representative, CoM Representative, Cook Co Representative, CTA Representative, DuPage Co Representative, IDOT-D1 Representative, IDOT - OIPI Representative, IDOT - OP&P Representative, IEPA Representative, Kane Co Representative, Kendall Co Representative, Lake Co Representative, McHenry Co Representative, Metra Representative, MPC Representative, NIRPC Representative, Pace Representative, RTA Representative, and SEWRPC Representative

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

Non-Voting: FHWA Representative

Not Present: Tollway Representative, and Will Co Representative

Absent (NV): FTA Representative

Kevin Carrier served as Lake Co Representative, Mary Nicol served as CDOT Representative, Aimee Lee served as CMAP Representative, Pam Jones served as CNT Representative, Leon Rockingham served as CoM Representative, Tara Orbon served as Cook Co Representative, Cara Bader served as CTA Representative, Steve Travia served as DuPage Co Representative, Steve Schilke served as IDOT D1 Representative, Chuck Abraham served as IDOT OIPI Representative, Brandon Geber served as IDOT OP&P Representative, Jack Cruikshank served as IEPA Representative, Jackie Forbes served as Kane Co Representative, Heidi Lichtenberger served as Kendall Co Representative, Scott Hennings served as McHenry Co Representative, Lynnette Ciavarella served as Metra Representative, Thomas Bamonte served as Metropolitan Planning Council Representative, Tom Vander Woude served as NIRPC Representative, Erik Llewellyn served as Pace Representative, Kyle Whitehead served as RTA Representative, Karyn Robles served as Tollway Representative, Christina Kupkowski served as Will Co Representative, Jon Paul Diipla served as FHWA Representative

Staff present: Bill Barnes, Victoria Barrett, Alex Beata, Vas Boykovskyy, Brett Brown, John Carpenter, Teri Dixon, Kama Dobbs, Doug Ferguson, Ryan Gougis, Jane Grover, Jon Haadsma, Jaemi Jackson, Jen Maddux, Martin Menninger, Jen Miller, Richard Norwood, George Rivera, Mike Sobczak, Sarah Stolpe, Ryan Thompto, Jennie Vana, Blanca Vela-Schneider

Others present: Garland Armstrong, Leonard Cannata, Eric Czarnota, Dawn Dina, Robert Douglas, Drew Duffin, Sarah FioRito, Mike Fricano, Jennifer Henry, John Paul Jones, George Kandathil, Mark Kane, Quinn Kasal, Mike Klemens, Gretchen Klock, Michael LaFargue, Brian Larson, Brittany Matyas, Lee Overholser, Matt Pasquini, Jada Porter, Leslie Rauer, Joe Surdam, Michael Vanderhoof

2.0 Agenda Changes and Announcements

Chair Kevin Carrier reported Steve Travia is now the director of DuPage County's Transportation Division. Kane Co Representative Jackie Forbes reported on Kane County's Long Meadow Parkway Corridor and Dauberman Road Extension Projects.

3.0 Approval of Minutes

3.01 Minutes from November 22, 2024

[24-494](#)

Attachments: [TC Meeting Minutes 11.22.24](#)

(CTA Representative Christina Bader arrived at 9:39 a.m.)

A motion was made by CMAP Representative Aimee Lee, seconded by CoM Representative Leon Rockingham, to approve the November 22, 2024 minutes. Motion carried by the following vote:

Aye: CDOT Representative, CMAP Representative, CNT Representative, CoM Representative, Cook Co Representative, CTA Representative, DuPage Co Representative, IDOT-D1 Representative, IDOT - OIPI Representative, IDOT - OP&P Representative, IEPA Representative, Kane Co Representative, Kendall Co Representative, Lake Co Representative, McHenry Co Representative, Metra Representative, MPC Representative, NIRPC Representative, Pace Representative, RTA Representative, SEWRPC Representative, Tollway Representative, and Will Co Representative

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

Non-Voting: FHWA Representative

Absent (NV): FTA Representative

4.0 CMAP Updates

Aimee Lee, Deputy of Transportation and CMAP Representative, requested that members should submit any topics of interest to CMAP staff for committee discussion at a future date. She reported that CMAP's Executive Director Erin Aleman recently joined a delegation of transportation leaders and advocates for a trip to Munich and Berlin, Germany to learn more about their transportation system. She also reported that Vickie Barrett, Senior Planner, attended the first World Street Congress hosted by Osaka, Japan to share best practices and challenges in creating people-centered spaces on city streets.

CMAP continues to work on the Safe Travel for All region-wide safety initiative and is actively promoting online engagement for its six participating counties. CMAP was recognized for its

collaborative work on the Central Avenue redevelopment project at Austin Coming Together's 2024 Membership Awards.

Deputy Lee reported on CMAP's legislative program, noting that the 2025-2026 Advocacy Agenda will be presented to the Transportation Committee following CMAP Board approval. A major priority for the legislative affairs team is funding for northeastern Illinois' transit system.

Local contribution letters have been sent to the region's counties, municipalities, and transportation partners. These contributions support the 20% local match to receive federal metropolitan planning funds through the US Department of Transportation. Deputy Lee thanked the members of Transportation Committee for the collaboration and hard work to drive progress in the region.

CMAP updates were presented.

5.0 Items for Approval

5.01 2025 Committee meeting dates

[24-496](#)

Attachments: [TC\(Memo\)MeetingDates2025](#)

IDOT OP&P Representative Brendon Geber asked if the December 2025 meeting could be moved earlier in the month. Staff reported they would look into it, but meeting dates are typically contingent upon IDOT letting schedules. Staff will report back at the next meeting and will seek a modification to the schedule if it is possible.

IEPA Representative Jack Cruikshank, seconded by Cook Co Representative Tara Orbon, to approve the 2025 committee meeting dates. The motion carried by the following vote:

Aye: CDOT Representative, CMAP Representative, CNT Representative, CoM Representative, Cook Co Representative, CTA Representative, DuPage Co Representative, IDOT-D1 Representative, IDOT - OIPI Representative, IDOT - OP&P Representative, IEPA Representative, Kane Co Representative, Kendall Co Representative, Lake Co Representative, McHenry Co Representative, Metra Representative, MPC Representative, NIRPC Representative, Pace Representative, RTA Representative, SEWRPC Representative, Tollway Representative, and Will Co Representative

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

Non-Voting: FHWA Representative

Absent (NV): FTA Representative

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

[24-493](#)

Attachments: [TC\(Memo\)TIP Amend25-04](#)
[Formal TIP Amendment 25-04](#)
[Administrative TIP Amendment 25-04.1](#)
[Administrative TIP Amendment 25-04.2](#)

Jon Haadsma, Programming Analyst, presented FFY 2023-2029 formal TIP amendment 25-04 and administrative TIP amendments 25-04.1 and 25-04.2. There are 101 formal amendments for the committee's consideration. Additional, 109 administrative amendments were reviewed and approved

by staff.

The formal amendments resulted in an increase of \$1.04 billion in total project costs for all prior, current, and future years. Notable items include an increase of \$185 million in federal funds which includes a \$90 million mega grant from IDOT for work in the I-290 Corridor Project, an increase of \$54 million in federal funds from IDOT for the I-80 bridge over Des Plaines River, and an increase of nearly \$650 million of which approximately \$284 million is through federal funds from Metra to continue various rail station and travel improvements throughout the system.

Administrative changes added \$22.8 million to the TIP to all prior, current, and future years. The TIP remains fiscally constrained. The amendments and memo were posted on December 13, 2024 for committee and public review.

A motion was made by Kendall Co Representative Heidi Lichtenberger, seconded by Metra Representative Lynnette Ciavarella, that FFY 2023-2028 Transportation Improvement Program Amendment 25-04 be approved. The motion carried by the following vote:

Aye: CDOT Representative, CMAP Representative, CNT Representative, CoM Representative, Cook Co Representative, CTA Representative, DuPage Co Representative, IDOT-D1 Representative, IDOT - OIPI Representative, IDOT - OP&P Representative, IEPA Representative, Kane Co Representative, Kendall Co Representative, Lake Co Representative, McHenry Co Representative, Metra Representative, MPC Representative, NIRPC Representative, Pace Representative, RTA Representative, SEWRPC Representative, Tollway Representative, and Will Co Representative

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

Non-Voting: FHWA Representative

Absent (NV): FTA Representative

5.03 ON TO 2050/2025-2029 TIP conformity analysis & TIP amendment

[24-495](#)

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

Kama Dobbs, Principal, 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 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. She clarified that MOVES4 only monitors on-road transportation emissions and electric generation is not part of this analysis.

MPC Representative Thomas Bamonte questioned whether the Commons Drive Project, identified as TIP ID 09-24-032, will include ADA accessibility improvements to three non-compliant bus stops. Kane Co Representative Jackie Forbes reported that she will reach out to the municipality of Aurora to

confirm. Discussion ensued.

A motion was made by IEPA Representative Jack Cruikshank, seconded by Kane Co Representative Jackie Forbes, to approve and refer the 2050/2025-2029 TIP conforming analysis and TIP amendment 25-03 to the MPO Policy Committee. The motion carried by the following vote:

Aye: CDOT Representative, CMAP Representative, CNT Representative, CoM Representative, Cook Co Representative, CTA Representative, DuPage Co Representative, IDOT-D1 Representative, IDOT - OIPI Representative, IDOT - OP&P Representative, IEPA Representative, Kane Co Representative, Kendall Co Representative, Lake Co Representative, McHenry Co Representative, Metra Representative, MPC Representative, NIRPC Representative, Pace Representative, RTA Representative, SEWRPC Representative, Tollway Representative, and Will Co Representative

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

Non-Voting: FHWA Representative

Absent (NV): FTA Representative

5.04 FY 2026 Unified Work Program (UWP) budget allocations

[24-497](#)

Attachments: [TC\(Memo\) FY26 UWP 12202024](#)

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. The UWP is an important component of CMAP's comprehensive budget and work plan because it contains the federal metropolitan planning funds designated to our region. CMAP also conducts other planning activities through the use of other fund sources that are not part of the UWP budget. CMAP relies on its planning partners in the region to assist in accomplishing the work plan and allocates funding to those partners through the UWP.

In 2023, CMAP's UWP Committee approved a methodology for the allocation of UWP funding that includes two components: a core program that consists of activities and tasks that meet federal requirements; and a 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 biannually 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 from 2025-2029. Next year, CMAP will solicit projects for the 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 is nearly a 12% increase of what was awarded to external agencies for FY2025. This leaves \$27.5 million to be utilized by CMAP for MPO activities and operations and is approximately 3% less than what was approved in FY 2025. The \$27.5 will be allocated with the completion of CMAP's FY

2026 comprehensive budget and work plan.

Principal Dobbs reported on next steps, noting that the MPO Policy Committee will consider the UWP Program budget allocations in January.

A motion was made by IDOT - OIPI Representative Chuck Abraham, seconded by McHenry Co Representative Scott Hennings, to approve the FY 20265 UWP budget allocations and refer the item to the MPO Policy Committee for its approval. The motion carried by the following vote:

Aye: CDOT Representative, CMAP Representative, CNT Representative, CoM Representative, Cook Co Representative, CTA Representative, DuPage Co Representative, IDOT-D1 Representative, IDOT - OIPI Representative, IDOT - OP&P Representative, IEPA Representative, Kane Co Representative, Kendall Co Representative, Lake Co Representative, McHenry Co Representative, Metra Representative, MPC Representative, NIRPC Representative, Pace Representative, RTA Representative, SEWRPC Representative, Tollway Representative, and Will Co Representative

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

Non-Voting: FHWA Representative

Absent (NV): FTA Representative

5.05 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. These measures are monitored on the same cycle of a four-year target and a two-year midpoint adjustment. 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 pavement condition targets in 2018 based on data available. In 2021, CMAP adjusted its pavement condition targets to support the state's targets which now included 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. IDOT's revised pavement performance 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 were built post-World War II and are nearing life expectancy, CMAP believes that the 8.6% target is still reasonable and attainable.

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

The committee discussed if federal requirements account for functional obsolescence and how preventative maintenance is determined to optimize the financial return on investments. CMAP

sought input from the members on what CMAP can do to improve data to maintain assets and select projects, support system preservation efforts, develop good targets vs. poor targets, and scenarios that CMAP should model for its financial plan with IDOT and the RTA.

A motion was made by CoM Representative Leon Rockingham, seconded by IDOT - OP&P Representative Brandon Geber, to approve the 2026 highway asset condition targets and refer the agenda item to the MPO Policy Committee for its consideration. The motion carried by the following vote:

Aye: CDOT Representative, CMAP Representative, CNT Representative, CoM Representative, Cook Co Representative, CTA Representative, DuPage Co Representative, IDOT-D1 Representative, IDOT - OIPI Representative, IDOT - OP&P Representative, IEPA Representative, Kane Co Representative, Kendall Co Representative, Lake Co Representative, McHenry Co Representative, Metra Representative, MPC Representative, NIRPC Representative, Pace Representative, RTA Representative, SEWRPC Representative, Tollway Representative, and Will Co Representative

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

Non-Voting: FHWA Representative

Absent (NV): FTA Representative

6.0 Information Items

6.01 Regional Transportation Plan update

[24-499](#)

Attachments: [RTP Update Memo Transportation Committee 12.12.2024](#)

Ryan Thompto, Principal, provided an update on the Regional Transportation Plan (RTP). The RTP process considers three questions: what transportation do we want?; what are the challenges and opportunity to get there?; and how will we achieve the transportation system we want?

Principal Thompto reviewed the timeline for completing the RTP. CMAP has been developing its emerging priorities, conducting research and meeting with communities to discuss their transportation priorities and goals and objectives for the region.

Federal regulations require metropolitan planning organizations (MPOs) to consider air quality and fiscal constraint in their RTP, but CMAP also considers safety, resilience, and the economy. As CMAP considers projects, it needs to look at projects that have an impact on the regional system and on adjacent communities and incorporate them into a performance-based planning approach. The RTP allows CMAP to prioritize the regional needs and develop an approach that is realistic that CMAP can reasonably anticipate will have funding to implement.

Principal Thompto provided historical background on the development of previous RTP Plans and discussed the analysis staff has been conducting to improve future plans. CMAP convened a resource group and received feedback on the use of various plans, what regional goals should drive the definition and threshold of the plan, and understanding the combined regional impact of small projects. The resource group also discussed the need to maintain a geographic balance, consider project costs with their benefits as well as the administrative burden, and understand that too many projects could result in fewer priorities.

As a result of these discussions, CMAP is considering changing the name of regionally significant

projects (RSPs), noting the term means something different in federal regulations and causes confusion. CMAP is also considering changing the definition or thresholds related to capacity, financial, and sponsor nomination. It is also considering a prioritization framework for fiscally constrained projects. CMAP is also considering changes to administrative procedures to reduce administrative burden.

(CDOT Representative Tara Orbon left the meeting at 10:54 a.m.)

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 Board and MPO at their joint meeting in October 2025.

Discussion ensued.

An update to the Regional Transportation Plan was presented.

7.0 Other Business

There was no other business before the committee.

8.0 Public Comment

Doug Ferguson, Senior Analyst, reported on a comment received from John Paul Jones, Nature Trail Steward Consultant of Grow Greater Englewood and President of Sustainable Englewood Initiatives, who encouraged the committee and CMAP to be more intentional in how it informs when public comment periods are open and how it receives public comments, encouraging that a public participation platform be created.

Garland Armstrong, former Illinois resident, expressed concern regarding accessibility issues at Metra's Elmhurst train station as well as at many suburban bus stops. He encouraged transit agencies to have written instructions translated into several languages for non-English speaking individuals detailing what to do in an emergency.

John Paul Jones thanked CMAP for their assistance in securing funding for the Red Line Extension and looks forward to working with them to ensure community concerns are addressed.

Written public comment

[25-040](#)

Attachments: [CMAP Transportation Committee Statement 12-20-2024](#)

9.0 Next Meeting

The next meeting is scheduled for Friday, February 28, 2025.

10.0 Adjournment

A motion was made by CMAP Representative Aimee Lee, seconded by Metra Representative Lynette Ciavarella, to adjourn the meeting. The motion carried by the following vote:

- Aye:** CMAP Representative, CNT Representative, CoM Representative, Cook Co Representative, CTA Representative, DuPage Co Representative, IDOT-D1 Representative, IDOT - OIPI Representative, IDOT - OP&P Representative, IEPA Representative, Kane Co Representative, Kendall Co Representative, Lake Co Representative, McHenry Co Representative, Metra Representative, MPC Representative, NIRPC Representative, Pace Representative, RTA Representative, SEWRPC Representative, Tollway Representative, and Will Co Representative
- Absent:** Academic Research Representative 1, and Academic Research Representative 2
- Non-Voting:** FHWA Representative
- Not Present:** CDOT Representative
- Absent (NV):** FTA Representative

The meeting was adjourned at 11:31 a.m.

Minutes prepared by Blanca Vela-Schneider.

MEMORANDUM

To: CMAP Transportation Committee

From: CMAP Staff

Date: February 21, 2025

Subject: Transportation Improvement Program (TIP) amendments

Action Requested: Approval of Formal TIP Amendment 25-05

Since the committee’s last meeting, project programmers submitted 122 formal amendments for Transportation Committee consideration. Additionally, 232 administrative amendments were submitted, reviewed, and accepted by staff. Summary information is presented below. A list of projects and report of the full change details for each amendment are available on the Amendments tab of the [eTIP public web page](#). Staff requests committee approval of Formal Amendment 25-05.

Formal Amendment 25-05

A total of 122 formal amendments were submitted for Transportation Committee approval on amendment 25-05. Projects (56) with cost changes above the administrative thresholds added \$407 million in total cost and \$97.6 million in federal participation. Projects (32) primarily having project phases moving into or out of the FFY 25-29 TIP added \$309.8M in total cost and \$204.3M in federal participation. New projects (27) added \$696.6 million in total cost and \$559.8 million in federal participation and 7 projects were deleted reducing the total cost by \$11.5M and the federal participation by \$6.6M. The overall change in total project cost within all prior, current, and future years due to this amendment is the addition of \$1,401.9 billion in total cost, and \$855.2 million in federal participation, as summarized below.

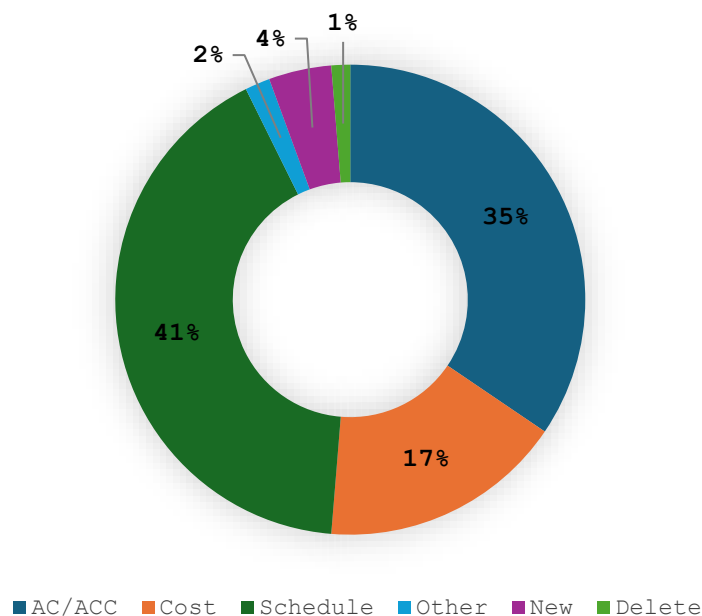
Type of change	# of projects	Change in total cost	Total cost before	Total cost after	Change in federal cost	Federal cost before	Federal cost after
Cost change	56	\$407.0	\$6,761.2	\$7,168.2	\$97.6	\$3,635.4	\$3,733.0
New Project	27	\$696.6	\$0.0	\$696.6	\$559.8	\$0.0	\$559.8
Delete Project	7	-\$11.5	\$11.5	\$0.0	-\$6.6	\$6.6	\$0.0
Project phase moved into or out of TIP years	32	\$309.8	\$5,801.5	\$6,111.2	\$204.3	\$4,372.5	\$4,576.9
Grand Total	122	\$1,401.9	\$12,574.2	\$13,976.0	\$855.2	\$8,014.5	\$8,869.7

All costs in \$ millions

Administrative Amendments 25-05.1 and 25-05.2

A total of 232 Administrative Amendments were submitted, reviewed, and accepted by staff on amendments 25-05.1 and 25-05.2. Administrative amendments include new projects that are not federally funded or have all federal funds in future years, conversion of project phases to or from Advance Construction (AC), cost changes that are below CMAP's amendment thresholds, changes to project schedules within the years of the TIP, changes to fund sources, and other miscellaneous changes that do not affect the scope, schedule, or funding of projects in a way that requires committee approval.

25-05.1 & 25-05.2 Administrative Amendments - Type of Changes



The most frequent administrative changes were schedule changes (96). These changes added \$0.2M in total cost and \$0 in federal cost. The next most frequent changes (80) were project phases going into or out of advanced construction status. These changes added \$18.4M in total cost and \$19.5M in federal participation. Thirty-Nine projects (39) had cost changes below the formal thresholds, reducing total cost by \$315.9M, while increasing federal participation by \$8.2M. New projects (10) added \$84.7M in total cost and \$14.7M in federal participation (in future years) and deleted projects (3) reduced total cost by \$3.6M and federal participation by \$2.9M (in future years). There were 4 projects with other changes such as the addition of project IDs and updating project contact information. The overall result of the administrative changes was the reduction of \$216.1 million in total cost and an increase of \$44.5 million in additional federal participation. Total cost includes all fund sources and all project phases in prior, current, and future years of the TIP. Federal cost includes only federal fund sources for all project phases in prior, current, and future years of the TIP. The type of change, number of

projects affected, total project cost, and federal project cost information is shown in the table below.

Type of change	# of projects	Change in total cost	Total cost before	Total cost after	Change in federal cost	Federal cost before	Federal cost after
Phase(s) converted from AC	25	\$4.8	\$1,894.5	\$1,899.2	\$12.8	\$1,465.8	\$1,478.6
Phase(s) placed in AC	55	\$13.6	\$562.2	\$575.8	\$6.8	\$374.1	\$380.9
Cost change	39	-\$315.9	\$8,357.4	\$8,041.5	\$8.2	\$3,966.3	\$3,974.5
New Project	10	\$84.7	\$0.0	\$84.7	\$14.7	\$0.0	\$14.7
Delete Project	3	-\$3.6	\$5.1	\$1.5	-\$2.9	\$4.1	\$1.2
Schedule change	96	\$0.2	\$6,423.3	\$6,423.5	\$4.9	\$1,425.5	\$1,430.4
Other	4	\$0.0	\$13.1	\$13.1	\$0.0	\$8.8	\$8.8
Grand Total	232	-\$216.1	\$17,255.6	\$17,039.5	\$44.5	\$7,244.6	\$7,289.1

All costs in \$ millions

MEMORANDUM

To: Transportation Committee

From: CMAP Staff

Date: February 21, 2025

Subject: 2026 Regional Transportation Plan Emerging Priorities Report

Action Requested: Informational

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>.

Emerging Priorities



RTAP

2026
**Regional
Transportation
Plan**



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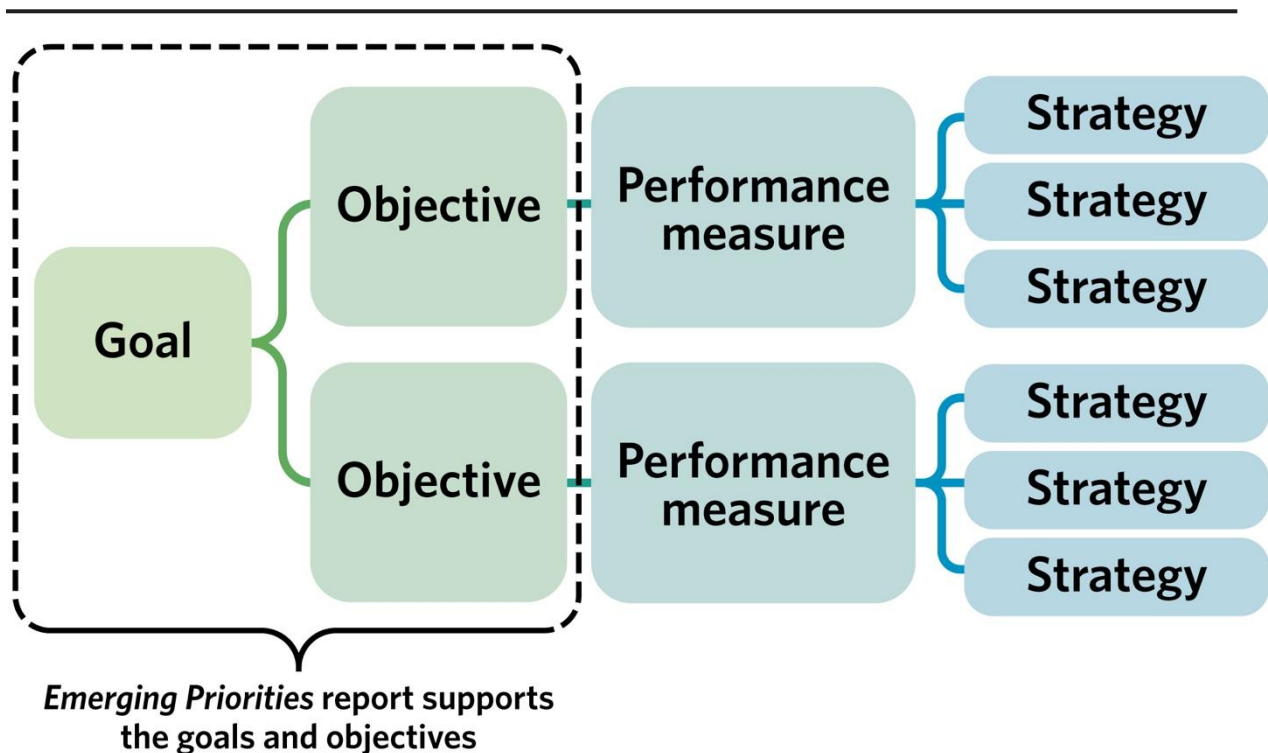
Introduction

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.¹ 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.

¹ 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.² 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

² 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; Regional Transportation Authority, “Transit is the Answer,” <https://transistheanswer.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

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.³ 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

³ 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.⁴ 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:

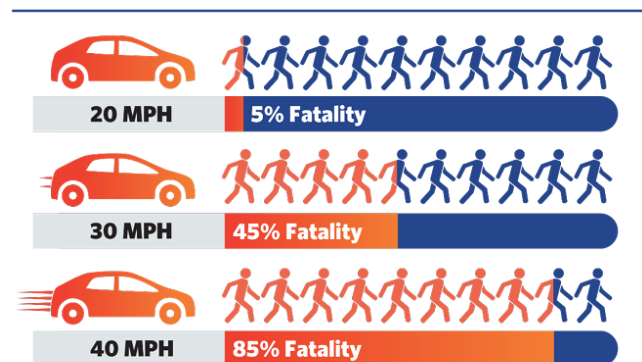
- Improving roadway design to reduce speeding and minimize safety risks.
- Lowering speed limits in areas where people walk, bike and use transit.
- Encouraging safe driving behavior through education, policy updates, and equitable enforcement.

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)

⁴ 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.

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.⁵ 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.⁶

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

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

⁶ Chicago Metropolitan Agency for Planning, “Regional greenhouse gas emissions inventory,” 2022, 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.

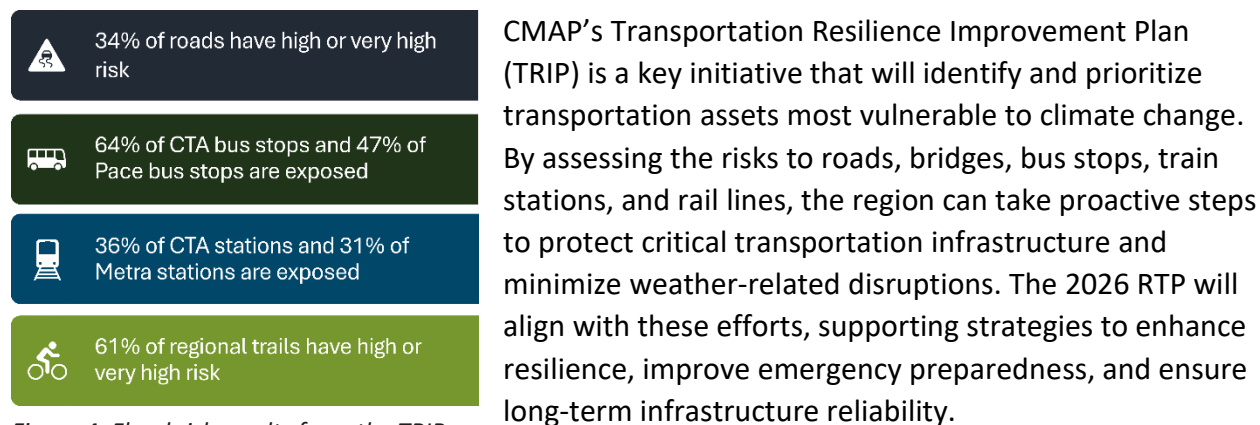


Figure 4. Flood risk results from the TRIP Risk-based Vulnerability Assessment.

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.⁷ 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

⁷ 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.⁸ 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-

⁸ 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.

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.⁹ 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

⁹ 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.

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.

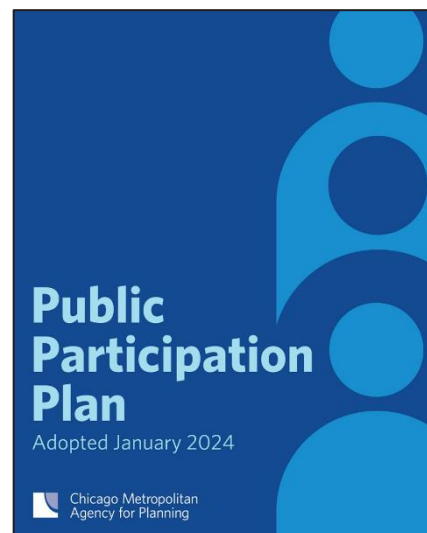


Figure 5. The 2026 RTP will advance and remain consistent with CMAP's recently updated Public Participation Plan.



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 for more information.

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MEMORANDUM

To: CMAP Transportation Committee

From: CMAP Intergovernmental Affairs Staff

Date: February 21, 2025

Subject: 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 Funding 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.

With a foundational understanding of the region's climate goals and policy priorities, the updated advocacy agenda emphasizes strengthening policies at both the federal and state levels that enhance resilience, cut emissions, and alleviate congestion while also expanding resources for integrated water resources management.

As CMAP continues to bolster the region's economic competitiveness and build on the tremendous success of the Greater Chicagoland Economic Partnership (GCEP), the agenda outlines how federal and state partners can help the region 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.

CMAP's 2025-2026 Advocacy Agenda outlines our critical path priorities that can help the region address challenges, seize opportunities and continue to thrive.

State transit legislative activity

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.

We are continuing to review the bill for its alignment to the Plan of Action for Regional Transit and will provide feedback to legislators as requested.