



TRANSPORTATION COMMITTEE

AGENDA - FINAL

Friday, April 25, 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 April 24, 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 February 28, 2025 [25-103](#)

PURPOSE & ACTION: Review and approval of the minutes.

ACTION REQUESTED: Approval

Attachments: [Transportation Committee 02.28.25 Minutes - draft](#)

4.0 CMAP Updates**5.0 Items for Approval****5.01** FFY 2023-2028 Transportation Improvement Program (TIP) amendments and administrative modifications [25-107](#)

PURPOSE & ACTION: TIP amendment 25-06 was published to the eTIP web site on April 18, 2025 for committee review and public comment. A memo summarizing formal TIP amendment 25-06 and administrative amendments 25-06.1 and 25-06.2 is included in the meeting materials. Staff requests approval of TIP amendment 25-06.

ACTION REQUESTED: Approval

Attachments: [TC\(Memo\)TIP Amend25-06](#)
[Formal TIP Amendment 25-06](#)
[Administrative TIP Amendment 25-06.1](#)
[Administrative TIP Amendment 25-06.2](#)

5.02 FFY 2025 FTA subarea partial allocation between Indiana-Illinois and Wisconsin-Illinois of 5307/5340 Urbanized Area, 5337 State of Good Repair, 5339 Bus and Bus Facilities and 5310 Enhance Mobility of Seniors and Individuals with Disabilities funds [25-106](#)

At its March 27, 2025 meeting, the RTA Board approved the splits of FFY 2024 FTA §5307/§5340, §5337, §5339 and §5310 funding with northwestern Indiana and southeastern Wisconsin as presented in the attached memo. Staff requests approval recommending the subarea partial allocations between northwest Indiana- northeastern Illinois and southeastern Wisconsin-northeastern Illinois to the MPO Policy Committee for their consideration.

ACTION REQUESTED: Approval

Attachments: [RTA Formula Funding Memo 04 25 2025](#)

6.0 Information Items

6.01 Regional Transportation Plan update

[25-105](#)

PURPOSE: Following a brief update on the progress of the Regional Transportation Plan, CMAP staff will provide an overview of the evaluation measures that will be used to assess the impacts of Regional Capital Projects (RCPs) on the transportation system and will present the draft baseline revenue forecast for the Financial Plan for Transportation.

ACTION REQUESTED: Information

Attachments: [RTP Update Memo 2025-04-25](#)

6.02 Safe Streets for All Regional Safety Planning Update

[25-100](#)

PURPOSE: Staff will provide an update on the Safe Streets for All (SS4A) safety action planning effort that is currently underway, including an updated timeline and adoption process this spring.

ACTION REQUESTED: Information

Attachments: [SS4A Update Memo 25 04 2025](#)

6.03 Legislative update

[25-104](#)

PURPOSE & ACTION: Intergovernmental Affairs staff will provide an update on recent federal and state legislative activity.

ACTION REQUESTED: Information

Attachments: [Legislative Update Memo 2025-04-25](#)
[2025-03-28 CMAP Update](#)

7.0 Other Business

8.0 Public Comment

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

9.0 Next Meeting

The next meeting is scheduled for May 30, 2025

10.0 Adjournment



TRANSPORTATION COMMITTEE

MEETING MINUTES - DRAFT

Friday, February 28, 2025

9:30 AM

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1.0 Call to Order and Introductions

Chair Kevin Carrier called the meeting to order at 9:30 a.m. and welcomed new member Amy Rynell of Active Transportation Alliance (ATA). ATA replaces the seat vacated by Center for Neighborhood Technology.

Present: Academic Research Representative 2, ATA Representative, CDOT Representative, CMAP Representative, CoM Representative, Cook Co Representative, CTA Representative, DuPage Co Representative, IDOT-D1 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 IDOT - OIPI Representative

Non-Voting: FHWA Representative, and FTA Representative

Kevin Carrier served as Lake Co Representative, P.S. Sriraj served as Academic Research Representative 2, Amy Rynell served as ATA Representative, Jeff Sriver served as CDOT Representative, Aimee Lee served as CMAP Representative, Leon Rockingham served as CoM Representative, Jennifer Henry served as CTA Representative, Tara Orbon served as Cook Co Representative, Steve Travia served as DuPage Co Representative, Katie Herdus served as IDOT D1 Representative, Megan Swanson served as IDOT OP&P Representative, Jack Cruikshank served as IEPA Representative, Heidi Lichtenberger served as Kane Co Representative, George Khandathil served as Kendall Co Representative, Scott Hennings served as McHenry Co Representative, Lynnette Ciavarella served as Metra Representative, Thomas Bamonte served as MPC Representative, Tom Vander Woude served as NIRPC Representative, Erik Llewellyn served as Pace Representative, Kyle Whitehead served as RTA Representative, Chris Heibert served as SEWRPC Representative, Karyn Robles served as Tollway Representative, Christina Kupkowski served as Will Co Representative, Todd Schmidt served as FHWA Representative and Mark Kane served as FTA Representative

Staff present: Erin Aleman, Laurent Ahiablame, Jesse Altman, Bill Barnes, Victoria Barrett, Lindsay Bayley, Alex Beata, Nora Beck, Lily Brack, Brett Brown, Michael Brown, John Carpenter, Karly Cazzato, Kaitlin Cernak, Patrick Day,, Teri Dixon, Kama Dobbs, Phoebe Downey, Doug Ferguson, Elizabeth Ginsberg, Ryan Gougis, Jane Grover, John Haadsma, Noah Harris, Kasia Hart, Craig Heither, Matt Marth, Martin Menninger, Jen Miller, Richard Norwood, Russell Pietrowiak, Julie Reschke, George Rivera, Michael Sobczak, Sarah Stolpe, Ryan Thompto, Jennie Vana, Blanca Vela-Schneider, Laura Wilkison

Others present: Garland Armstrong, Michael Booth, Christina Burns, Eric Czarnota, Drew Duffin, Sara Fio-Rito, Claire Garcia, Brandon Geber, Henry Guerriero, Michael Horsting, John Paul Jones, Mike Klemens, Gretchen Klock, David Kralik, Brian Larson, Adrian Levin, Brittany Matyas, Laura McFadden, Madeline McGuire, Tim McMahan, Heather Mullins, Kurt Nika, Matt Pasquini, Leslie Rauer, Paul Reise, Steve Schilke, Mike Sullivan, Joe Surdam, Daniel Thomas, Michael Vanderhoof, Karen Watt Harrison

2.0 Agenda Changes and Announcements

3.0 Approval of Minutes

3.01 Minutes from December 20, 2024[25-042](#)**Attachments:** [TC meeting minutes 12.20.24](#)

A motion was made by CoM Representative Leon Rockingham, seconded by CMAP Representative Aimee Lee, to approve the December 20, 2025 meeting minutes. The motion carried by the following vote:

Aye: ATA Representative, CDOT Representative, CMAP Representative, CoM Representative, Cook Co Representative, CTA Representative, DuPage Co Representative, IDOT-D1 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 IDOT - OIPI Representative

Non-Voting: FHWA Representative, and FTA Representative

Not Present: Academic Research Representative 2

4.0 CMAP Updates

Erin Aleman, Executive Director, welcomed Active Transportation Alliance (ATA) as a new member of the Transportation Committee. ATA replaces the Center for Neighborhood Technology (CNT) but it was noted that CNT is still represented through its executive director who sits on the CMAP Board. Amy Rynell introduced herself to the committee and reported that ATA is a non-profit advocacy organization that works to improve conditions for transit.

Director Aleman reported on the number of lawsuits related to recent executive orders and the policies continue to rapidly evolve. CMAP has been working with associations to stay apprised of current events. Some clarity has been given regarding discretionary funding, and this has allowed CMAP to continue its Safe Streets for All program although the scope has changed to comply with new the new administration's priorities. The Climate Pollution Reduction grant in which CMAP is a key partner has paused its engagement work but is moving forward with the modeling work related to the transportation sector.

The local Federal Highway Authority (FHWA) staff has been reduced from 34 people to 19 people and there are only three staff members who will support federal investments and participate in the state and regional process and will cause delays in responsiveness. Staff will do its best to streamline work going to the FHWA.

Director Aleman reported on two guidance documents sent to the US Department of Transportation (USDOT). The first is the *Implementation of Executive Orders Addressing Energy, Climate Change, Diversity, and Gender* that details a process for reviewing all activities under USDOT purview. The second document is titled *Ensuring Reliance Upon Sound Economic Analysis in Department of Transportation Policies, Programs and Activities* that updates and resets the principles and standards for the USDOT.

CMAP has heard that the USDOT will not be moving forward with a guidance that would have required all of its division offices forward Statewide Transportation Improvement Program (STIP)

amendments to the USDOT's Office of General Counsel for review which could have caused significant disruptions in project implementation schedules and jeopardize fiscal year deadlines, risking lapse of funds.

Director Aleman reported on the recently approved FY2026 annual budget and work plan, a recent ADA coordinators meeting, staff's attendance at recent events/conferences, the My Daily Travel survey, the Northeastern Illinois Priority Investment booklet.

Discussion ensued regarding the changes to the Safe Streets for All project.

5.0 Items for Approval

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

[25-048](#)

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

Russell Pietrowiak, Senior Programming Analyst, presented the FFY 2023-2028 TIP formal amendment and administrative modifications. There are 122 changes in formal amendment 25-05 resulting in adding \$1.4 billion in total project costs for all prior, current, and future years. Notable changes include \$47 million added by IDOT for resurfacing and bridge work on the Bishop Ford, \$71 million for track and station work added by CTA at their Fullerton and Diversey stations, \$60 million added by CTA for bus turnaround and ADA improvements at its 79th and Halsted St, and \$31.5 added by Pace to continue expanding its southwest garage facility. There are 232 administrative modifications that reduce the total cost of the TIP by \$216.1 million for all prior, current, and future years. The total net change resulted in \$1.18 billion being added to the TIP for all prior, current, and future years. The TIP, as presented, remains fiscally constrained and has been available for public review and comment since February 21, 2025.

A motion was made by IEPA Representative Jack Cruikshank, seconded by Kane Co Representative Heidi Lichtenberger, that the FFY 2023-2028 TIP amendment 25-05 be approved as submitted.

MPC Representative Thomas Bamonte commented that the Kendall County Metra Extension Project is already receiving funding from Rebuild Illinois, will be constructed in a sparsely populated area that is estimated to serve only 2,000 riders daily, would cost millions to build and operate, and would eventually compete against other transit agencies for resources. He added the project is not included in CMAP's Regionally Significant Projects. He questioned whether this project meets eligibility criteria for funding. MPC does not believe this is the time for this project to be advanced, and that the committee should focus on the needs of the existing system. Given these reasons, MPC is not in support of this project and would like it removed from the amendment.

Senior Analyst Pietrowiak clarified that the Transportation Committee's approval is specific to whether CMAP followed its processes. To modify the TIP amendment, would require CMAP to do additional analysis to ensure that the TIP remains fiscally constrained. Mark Kane, FTA, reported that the majority of the funding is derived from an earmark passed by Congress. Screening of eligibility is

completed before it goes to legislation and this project is eligible in its eyes. The recipient of the grant is IDOT and when FTA does grant awards, the project needs to stay within the confined definition of what was passed in the earmark. Discussion continued regarding legislative processes and limitations in the role of the committee and the impact of public comments.

A motion was made by MPC Representative Bamonte, to amend the motion to advance item 25-05.01 for approval with the exclusion of TIP ID 09-25-0019, Kendall County Metra Extension Project, without prejudice to Kendall County, Metra, IDOT, RTA, or any other public agency later making the case to CMAP for possible advancement of the project. The motion died due to a lack of a second.

A motion was made by IEPA Representative Jack Cruikshank, seconded by Kane Co Representative Heidi Lichtenberger, that the FFY 2023-2028 TIP amendment 25-05 be approved as submitted. The motion carried by the following vote:

Aye: Academic Research Representative 2, ATA Representative, CDOT Representative, CMAP Representative, CoM Representative, Cook Co Representative, CTA Representative, DuPage Co Representative, IDOT-D1 Representative, IDOT - OP&P Representative, IEPA Representative, Kane Co Representative, Kendall Co Representative, Lake Co Representative, McHenry Co Representative, Metra Representative, NIRPC Representative, Pace Representative, RTA Representative, SEWRPC Representative, Tollway Representative, and Will Co Representative

Nay: MPC Representative

Absent: Academic Research Representative 1, and IDOT - OIPI Representative

Non-Voting: FHWA Representative, and FTA Representative

6.0 Information Items

6.01 Regional Transportation Plan (RTP) update

[25-043](#)

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

Ryan Thompto, Principal Policy Analyst, and Julie Reschke, Senior Policy Analyst, provided an update on the Regional Transportation Plan (RTP). Principal Thompto reported that the emerging priorities work has progressing simultaneously with the existing conditions and future needs work of the RTP. The emerging priorities work establishes the initial goals and objectives that will be used in the following phases of work.

The Regional Projects Resource Group met earlier this month to discuss evaluation criteria, and this conversation will continue at its next meeting. Staff has begun collecting project information for regional capital projects and a new GIS tool has been developed to help improve efficiency to the process. Work continues on the development of the baseline revenue forecast with the Financial Plan Resource Group recently meeting to discuss assumptions of the forecast work and reasonable expected revenues. The Congestion Management Strategy (CMS) work continues, and that work is beginning to shift into the work regarding strategies. Principal Thompto updated the committee on stakeholder and engagement work.

Senior Policy Analyst Reschke discussed the 2026 RTP emerging priorities report. The emerging priorities report is a major deliverable in the RTP, outlining high level goals and objectives that reflect early research and feedback from stakeholders. Senior Policy Analyst Reschke provided a summary

review of the 2026 RTP goals: 1) strengthen connections between people and places; 2) prioritize safety and public health; 3) mitigate pollution and invest in resilient infrastructure; 4) support economic prosperity and inclusive growth, and 5) strategically govern, fund, and preserve the system.

Discussion ensued regarding areas that should be included in the RTP report. Next steps were reviewed.

An update of the Regional Transportation Plan (RTP) was presented.

6.02 Legislative update

[25-050](#)

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

Kasia Hart, Senior Specialist presented 2025-2026 Advocacy Agenda recently approved by the CMAP Board in January. The Advocacy Agenda is updated biennially and is developed through the lens of CMAP's ONTO 2050 Plan and Strategic Direction, aligning with CMAP's core focus areas of transportation, climate, and regional economic competitiveness.

Two accomplishments from the 2023-2024 Advocacy Agenda were the integration of the Carbon Reduction Program into the Congestion Mitigation Air Quality programming and the establishment of the Office of National Multimodal Freight within the USDOT. Another accomplishment resulting from the 2023-2024 Advocacy Agenda was reflected in the Plan of Action for Regional Transit and related to enacting a comprehensive strategy to identify and create sustainable revenue sources for the region's transit system.

The 2025-2026 Advocacy Agenda's top priorities include securing an annual appropriation to support a wide range of technical assistance offerings; collaborating with regional implementers, stakeholders, and advocates to shape the new reauthorization legislation that expires in 2026; supporting a sustainable funding source for transportation; supporting investments in safe and complete streets and policies that enable a safe system approach. The Advocacy Agenda also included supporting policies that enhance resilience and reduce emissions and congestion; increasing investments in water resource management; supporting inclusive economic growth; and strengthening and improving the efficiency of good movement in the region.

Erin Aleman, Executive Director, reported that during her time at the National Association of Regional Councils conference in Washington, DC, she attended a panel discussion that included majority and minority staff from the House Transportation and Infrastructure Committee and the Senate Banking Committee regarding the next transportation bill. They are currently seeking input on improving planning, procurement, permitting, and performance measures.

Discussion ensued.

The legislative update was presented.

7.0 Other Business

There was no other business before the committee.

8.0 Public Comment

Garland Armstrong, former Illinois resident, requested RTA, Metra, Amtrak, and Pace add addresses to their stations and stops to improve paratransit services for those who need it. He also encouraged

the agencies to improve ADA accessibility, particularly to the Elmhurst Metra stop, for those with mobility challenges.

9.0 Next Meeting

The next meeting is scheduled for April 25, 2025.

10.0 Adjournment

A motion was made by McHenry Co Representative Scott Hennings, seconded by RTA Representative Kyle Whitehead, to adjourn the meeting. The motion carried by the following vote:

Aye: Academic Research Representative 2, ATA Representative, CDOT Representative, CMAP Representative, CoM Representative, Cook Co Representative, CTA Representative, DuPage Co Representative, IDOT-D1 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 IDOT - OIPI Representative

Non-Voting: FHWA Representative, and FTA Representative

The meeting was adjourned at 11:22 a.m.

Minutes prepared by Blanca Vela-Schneider

MEMORANDUM

To: CMAP Transportation Committee

From: CMAP Staff

Date: April 18, 2025

Subject: Transportation Improvement Program (TIP) amendments

Action Requested: Approval of Formal TIP Amendment 25-06

Since the committee’s last meeting, project programmers submitted 69 formal amendments for Transportation Committee consideration. Additionally, 227 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 25-06.

Formal Amendment 25-06

A total of 69 formal amendments were submitted for Transportation Committee approval on amendment 25-06. Projects (45) with cost changes above the administrative thresholds added \$1.43B in total cost and \$907M in federal participation. Projects (6) primarily having project phases moving into or out of the active TIP years (FFY 25-29) added \$0.2M in total cost and \$0.2M in federal participation. New projects (16) added \$79.4M in total cost and \$64.7M in federal participation and 2 projects were deleted reducing the total cost by \$8.9M and the federal participation by \$7.1M. The overall change in total project cost within all prior, current, and future years due to this amendment is the addition of over \$1.5B in total cost, and \$964.7M in federal participation, as summarized below.

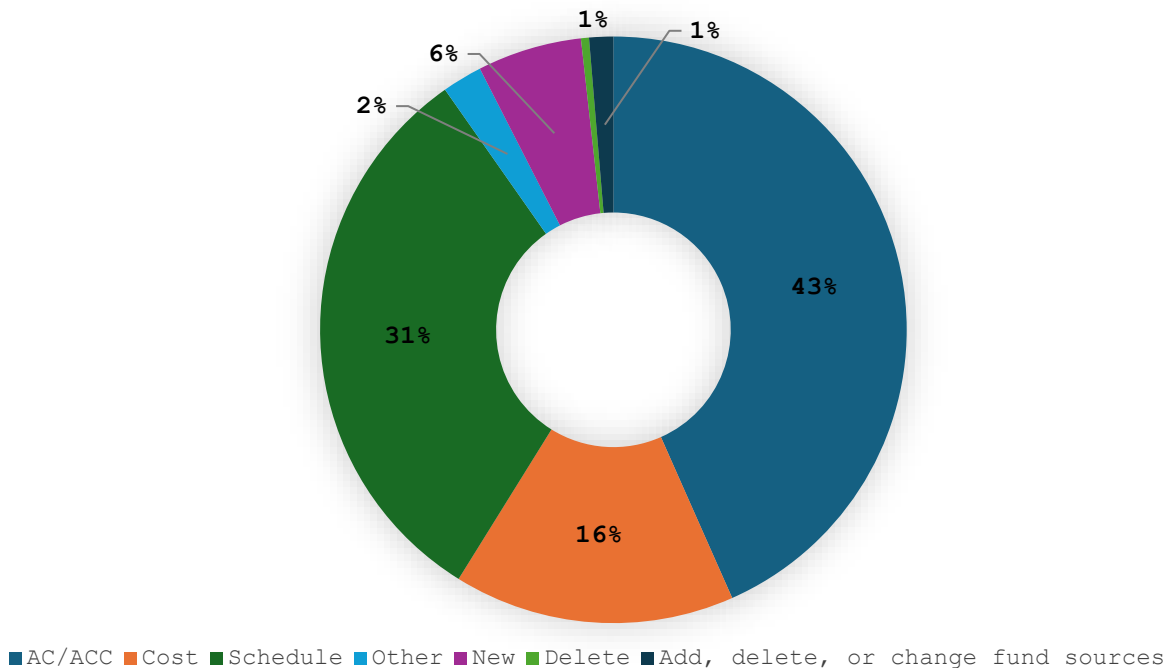
Type of change	# of projects	Change in total cost	Total cost before	Total cost after	Change in federal cost	Federal cost before	Federal cost after
Cost change	45	\$1,430.2	\$3,595.1	\$5,025.3	\$906.9	\$2,509.7	\$3,416.5
Delete Project	2	-\$8.9	\$8.9	\$0.0	-\$7.1	\$7.1	\$0.0
New Project	16	\$79.4	\$3.7	\$83.1	\$64.7	\$2.1	\$66.8
Project phase moved into or out of TIP years	6	\$0.2	\$17.3	\$17.5	\$0.2	\$12.5	\$12.6
Grand Total	69	\$1,500.9	\$3,625.0	\$5,126.0	\$964.7	\$2,531.3	\$3,496.0

All costs in \$ millions

Administrative Amendments 25-06.1 and 25-06.2

A total of 227 Administrative Amendments were submitted, reviewed, and accepted by staff on amendments [25-06.1](#) and [25-06.2](#). 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.

25-06.1 & 25-06.2 Administrative Amendments - Type of Changes



The most frequent administrative changes were project phases going into or out of advanced construction (AC/ACC) status (98). These changes added \$48.8M in total cost and \$36.4M in federal cost. The next most frequent changes were schedule changes (71). These changes did not change either the total or federal amounts. Thirty-five projects (35) had cost changes below the formal thresholds, increasing total cost by \$83.8M, while increasing federal participation by \$9.9M. New projects (13) added \$809.6M in total cost and \$13.9M in federal participation (in future years) and deleted projects (2) reduced total cost by \$2M and federal participation by \$1.6M (in future years). There were 3 projects that switched federal funds sources and 5 projects with other changes, such as the addition of project IDs and updating project contact information, that did not impact costs. The overall result of the administrative changes was an increase of \$940.2M in total cost and an \$58.6M 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	58	\$0.8	\$295.7	\$296.5	\$0.3	\$198.3	\$198.6
Phase(s) placed in AC	40	\$48.0	\$1,720.4	\$1,768.4	\$36.1	\$1,180.0	\$1,216.1
Cost change	35	\$83.8	\$4,883.9	\$4,967.7	\$9.9	\$466.0	\$475.9
New Project	13	\$809.6	\$0.0	\$809.6	\$13.9	\$0.0	\$13.9
Delete Project	2	-\$2.0	\$2.0	\$0.0	-\$1.6	\$1.6	\$0.0
Schedule change	71	\$0.0	\$1,692.9	\$1,692.9	\$0.0	\$250.6	\$250.6
Add, delete, or change fund sources	3	\$0.0	\$14.5	\$14.5	\$0.0	\$11.5	\$11.5
Other	5	\$0.0	\$85.7	\$85.7	\$0.0	\$64.7	\$64.7
Grand Total	227	\$940.2	\$8,695.1	\$9,635.3	\$58.6	\$2,172.7	\$2,231.3

All costs in \$ millions

MEMORANDUM

To: Transportation Committee and MPO Policy Committee

From: CMAP Staff

Date: April 18, 2025

Subject: Sub-Area Partial Funding Allocations update

Action Requested: Recommend MPO Approval

In the CMAP region there are two urbanized areas: Chicago, IL-IN and Round Lake Beach-McHenry-Grayslake, IL-WI. Each of these urbanized areas is within the boundaries of two MPOs. The 5307 including Section 5340, Section 5339, Section 5337, and Section 5310 funding that is allocated to each urbanized area is then sub-allocated based on the agreements negotiated between Illinois and Indiana and Illinois and Wisconsin. The RTA Board of Directors approved the allocations of this funding at the March 27, 2025 Board meeting. The MPO is being asked for its endorsement of the partial allocation split between Illinois/Indiana and Illinois/Wisconsin (Table 1).

Table 1 – Partial Allocation Split between Illinois/Indiana and Illinois/ Wisconsin

Region	Total	Service Boards	Illinois	Indiana	Wisconsin
Chicago, Illinois/Indiana Urbanized Area	\$712,588,483	\$346,038,163	\$350,957,099	\$15,593,222	
Round Lake Beach, McHenry, Grayslake Urbanized Area	\$16,689,254	\$8,244,376	\$8,390,924		\$53,954
Total	\$729,277,737	\$354,282,539	\$359,348,023	\$15,593,222	\$53,954

MEMORANDUM

To: Transportation Committee

From: CMAP Staff

Date: April 18, 2025

Subject: Regional Transportation Plan update

Action Requested: Information

Overview

The Regional Transportation Plan (RTP) continues to make progress analyzing existing conditions across the goal areas identified in the [Emerging Priorities](#) report. During the May Transportation Committee meeting, staff will present findings and takeaways from this work.

The RTP is expanding efforts to collect public input. Earlier this year, CMAP published a [questionnaire](#) that invites residents to share their experiences and perspectives on transportation in their communities. To date, the questionnaire has received more than 750 responses. This engagement tool will remain open through the end of the 2025 calendar year and will continue to be promoted at public engagement events this spring and summer.

Regional Capital Projects evaluation measures

CMAP continues to make progress on the evaluation of Regional Capacity Projects (RCPs). In December, staff shared the [process to identify projects as RCPs](#), including adjustments to include additional capacity projects and financially significant projects. Request for projects went out on March 10 and CMAP is currently processing the submittals. Evaluation criteria were discussed with the RCP Resource Group on February 21, 2025.

Because RCPs are costly and/or have the potential to impact travel throughout the CMAP planning area, it is important that these projects be evaluated for alignment with the overall goals and objectives for the region before being fiscally constrained within the RTP. CMAP measures project alignment with goals and objectives in two different ways. “Existing needs” look at issues and opportunities of the system as it is used today. “Future impacts” are largely derived from CMAP’s travel demand model and estimate impact of the project on the transportation system. The evaluation criteria will be used as a tool to inform the larger prioritization process. Other factors including project cost and benefits that cannot be captured with available performance measures will also inform this process.

The following areas are proposed for evaluation:

Existing Need

1. Asset Condition
2. Safety
3. Congestion and Reliability
4. Freight Mobility
5. Pedestrian and Bike Accessibility
6. Economically Disconnected Areas
7. Infill Development Support

Future Impact

1. Mobility (travel times and delays)
2. Transit Mobility
3. Economically Disconnected Areas
4. Emissions
5. Freight Mobility

Staff will continue to model projects throughout spring and summer to generate data for discussion of projects in the fall.

Financial Plan for Transportation update

Federal law requires metropolitan planning organizations to include a financial plan that “demonstrates how the adopted transportation plan can be implemented” (23 CFR § 450.324(f)(11)). The financial plan must demonstrate fiscal constraint by determining that sufficient funding resources will be available to invest in the transportation system as recommended in the long-range plan. Specifically, federal regulations require “for purposes of transportation system operations and maintenance,” that the financial plan “contain system-level estimates of costs and revenue sources that are reasonably expected to be available to adequately operate and maintain Federal-aid highways” and “public transportation” (23 CFR § 450.324(f)(11)).

To meet these requirements, CMAP must assess the anticipated expenditures and revenue sources necessary to carry out the operation, maintenance, and expansion of the region’s transportation system over the planning period (2027-50). This process provides the opportunity to ensure the transportation-related goals, strategies, and projects identified in the RTP are financially feasible and sustainable; to explore present-day and anticipated trends and policies that might impact future financial conditions; and to identify any funding gaps that need to be addressed and/or funding strategies that should be leveraged to achieve desired transportation outcomes.

Baseline revenue forecast

Since presenting to the Transportation Committee [last September](#), CMAP staff have been working to develop the first component of the Financial Plan: a draft baseline revenue forecast. These efforts have included researching and refining model inputs, and developing forecast methodologies for all existing local, state, and federal revenue streams. Assumptions and draft forecasts were discussed with the Financial Plan Resource Group on February 10, 2025, and April 14, 2025, respectively.

The following table summarizes the estimated baseline revenues over the 24-year planning period (excluding two line-items that are still under development: federal competitive funding

and local government revenues for transportation). Although the estimated total baseline revenue figure comes in lower than anticipated in the ON TO 2050 Plan Update, the previous forecast covered a longer planning period (2023-2028). On an annual basis, total baseline revenues are estimated to have grown from \$14.4B to \$15.8B.

Increases in the forecast can largely be attributed to new levels of federal funding provided through the Bipartisan Infrastructure Law — enacted in 2021— and recent policy changes that have strengthened the performance of the RTA sales tax and use tax, as well as the state match of these local revenues provided via the Public Transportation Fund. At the same time, some revenue sources are projected to provide less funding than previously anticipated. This includes state vehicle fees, which will be impacted by reductions in the draft regional population forecast, and transit fares. The forecast assumes that ridership levels will not return to pre-pandemic levels without a transformative investment in transit operations.

Draft forecast of baseline revenues¹

Revenue category	2026 RTP (Draft) <i>2027-2050</i>		ON TO 2050 Plan Update ² <i>2023-2050</i>	
	Total revenues	Annual revenues	Total revenues	Annual revenues
Federal revenues (<i>excl. competitive funding</i>)	\$71.4B	\$3.0B	\$70.4B	\$2.5B
State revenues	\$128.0B	\$5.3B	\$141.8B	\$5.1B
Local revenues (<i>excl. local government revenues</i>)	\$84.3B	\$3.5B	\$70.4B	\$2.5B
System-generated revenues	\$95.9B	\$4.0B	\$120.6B	\$4.3B
Total baseline revenues	\$379.6B	\$15.8B	\$403.2B	\$14.4B

Note:

1. Federal regulations require that revenues be presented in year of expenditure dollars rather than real or constant dollars, meaning that inflationary increases are included in the forecast.
2. Totals may not reflect the ON TO 2050 Plan Update Financial Plan Appendix due to excluded line-items.

Next steps

CMAQ staff will continue to refine the draft baseline revenue forecast in the coming months based on feedback and engagement with partners, as well as ongoing research into trends that may impact revenues over the plan horizon. This process will include evaluating additional revenue sources that could reasonably be implemented during the planning period (or “reasonably expected revenues”). The project team will also begin to develop forecasts for baseline expenditures, including the costs required to operate and maintain the system in its current condition and the level of expenditure needed to improve the system to meet still-to-be determined condition targets.



MEMORANDUM

To: CMAP Transportation Committee

From: CMAP Staff

Date: April 18, 2025

Subject: Safe Streets for All (SS4A) Regional Safety Action Planning Update

Action Requested: Information

CMAP was awarded nearly \$4 million from the federal Safe Streets and Roads for All (SS4A) grant program to develop a first-of-its-kind traffic safety framework for northeastern Illinois. Participating counties and IDOT have contributed funds as a local match. CMAP is working with consultants to develop Countywide Safety Action Plans for Cook, DuPage, Kane, Lake, McHenry, and Will counties.

Staff will provide an update on the Safe Streets for All (SS4A) safety action planning effort that is currently underway, including an updated timeline and adoption process.



MEMORANDUM

To: Transportation Committee

From: CMAP Intergovernmental Affairs Staff

Date: April 25, 2025

Subject: Legislative update

Action Requested: Information

FEDERAL

Federal executive orders and directives

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. We continue to monitor the federal staffing situation as it impacts our region’s project approvals and funding.

In March, CMAP met with the region’s county engineers to hear more about the impact of recent federal actions on local transportation programming and planning. Much of the discussion was focused on recent USDOT guidance ordering review of competitive award selections made after January 21, 2021 that do not have fully obligated grant agreements in place. Staff will continue to share information from our national partners as it becomes available and gather information about local and regional impacts. Please see the CMAP Update dated March 31st for further information.

Surface transportation reauthorization

The next surface transportation reauthorization process is currently underway. Congressional committees have begun reauthorization hearings to engage transportation implementers and stakeholders on priorities for the next reauthorization bill. Several national advocacy organizations have also published legislative priorities and shared key recommendations to lawmakers. The House Committee on Transit and Infrastructure has opened up a stakeholder portal for comments on reauthorization and is seeking feedback by April 30th.

CMAP staff are beginning a process to develop regional principles for the next reauthorization bill. Similar to previous reauthorization cycles, staff will collaborate with regional transportation implementers, advocacy groups, and other stakeholder to develop principles that will be shared with the region’s congressional delegation and other federal partners.

Member priority projects

The House Committee on Appropriations announced guidance for FY26 community project funding (CPF) requests. Some members of CMAP's congressional delegation have opted to not seek new applications for community project funding and instead are prioritizing FY25 requests, as the most recent continuing resolution did not include funding for FY25 member priority projects. Other offices are seeking new applications. CMAP staff have shared information about what projects in each district are included in the TIP to provide further context on regional priorities. The Transportation and Housing and Urban Development (THUD) Subcommittee deadline for CPF requests is May 23rd.

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 and co-sponsorship from Representatives Dan Ugaste, Debbie Meyers-Martin, Elizabeth "Lisa" Hernandez, Robert "Bob" Rita, Eva-Dina Delgado, Anthony DeLuca, Martin Moylan, and Brad Stephens. Additionally, the Illinois Municipal League (IML), the Illinois State Association of Counties (ISACo), Sierra Club Illinois, and the Metropolitan Planning Council are in support of the legislation.

HB3784 is assigned to the House Appropriations-Public Safety and Infrastructure committee and CMAP staff is working with Chair Rita Mayfield to schedule a subject matter hearing to discuss the importance of this funding and how it will support the agency. CMAP's goal is to incorporate the \$2M appropriation into the final FY26 budget and HB3784 provides an opportunity to engage in the budget-making process.

Transit Legislation

Senator Ram Villivalam and Representative Marcus Evans, Jr. filed legislation 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.

Both the Senate Transportation and House Transportation: Regulation, Roads, & Bridges committees have completed subject matter hearings on the legislation with robust discussions on a RUC pilot

program, transit governance, and safety. The Senate Transportation Committee also held a subject matter hearing focusing on anticipated transit operating funding shortfalls in the northeastern Illinois region as well as downstate. 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.

Several legislators have requested CMAP's participation in local transit listening sessions. CMAP staff have offered overviews of the PART report at the following events:

- Tuesday, April 15: Rep. Deuter (Westmont)
- Thursday, April 17: Reps. Moeller and Ness (Algonquin)
- Monday, April 21: Rep. Gabel and Sen. Fine (Evanston)

General legislative activity

Following a weeklong adjournment, the House will return the week of April 21, and the Senate the week of April 28. Bills from the opposite chamber have a committee deadline on May 9, followed by a third reading deadline on May 23. The General Assembly is scheduled to adjourn on May 31.

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 CMAP Board.

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@cmapp.illinois.gov.

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 re-referred to Rules Committee on 3/21/2025; SB5 Committee/3rd Reading Deadline Established As May 9, 2025

[HB2963 HA1/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. HB2963 HA1 reinserts the provisions of the introduced bill with the following changes. Further amends the Regional Transportation Authority Act. Provides that beginning January 1, 2026, covered transportation agencies shall award all covered transportation contracts using a competitive best-value procurement process and shall require bidders to submit an Illinois Jobs Plan for itself and any participating subcontractor as part of their solicitation responses. Sets forth provisions concerning compliance with the Illinois Jobs Plan and evaluating bidder qualifications. Provides that by July 1, 2026, 2 separate transit ambassador programs shall be implemented to cover services provided by the Chicago Transit Authority and the Suburban Bus Division, which shall be comprised of employees of each respective Service Board. Provides that the purpose of the Transit Ambassador Programs shall be to ensure the safety of transit system passengers and personnel, provide assistance to passengers, and promote compliance with system rules and governing laws. Provides that the Service Boards that have Transit Ambassador Programs shall bargain with the unions with which it has collective bargaining relationships to determine the initial unit placement, hours, duties, qualifications, training, compensation, and benefits of any positions created or modified through or because of the Transit Ambassador program. Provides that employees hired to perform Transit Ambassador duties shall be full-time employees of the Service Board establishing the program. Provides that those employed by the Chicago Transit Authority as Customer Service Assistants shall be offered the positions established pursuant to the Chicago Transit Authority Transit Ambassador Program prior to hiring any other personnel for the positions. Makes other changes. Adds a severability clause. Effective January 1, 2026.

Status: HB2963 re-referred to Rules Committees on 3/21/2025; SB1938 Committee/3rd Reading
Deadline Established As May 9, 2025

HB3094 – TRANSPORTATION BENEFIT PROGRAM (Rep. Mah/Sen. Villivalam)

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

Status: Arrived in Senate

Bike and Pedestrian

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

Description: 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 crossing is controlled by an official traffic control device or sign. Provides that the Department of Transportation with reference to State highways under its jurisdiction, and the local authority with reference to other highways under its jurisdiction, shall erect or install permanent signage or markings warning vehicular traffic in advance of bicycle trail crossings, unless the highway approaches to the crossing are controlled by an official traffic control device. Effective immediately.

Status: Arrived in Senate

[SB2111](#) – **VEH CD-BICYCLES-EXEMPTIONS** (Sen. Simmons/Rep. Lilly)

Description: Provides that an individual operating a bicycle approaching a stop sign may proceed through the intersection without stopping at the stop sign if the individual slows to a reasonable speed and the individual yields the right-of-way to any pedestrian within the intersection or an adjacent crosswalk, other traffic within the intersection, and oncoming traffic that poses an immediate hazard during the time the individual is traveling through the intersection. Provides that the provisions regarding the operation of a bicycle at a stop sign do not apply to an individual operating a bicycle when there is a stop sign when exiting an alleyway or at a 4-way intersection with only 2 stop signs present. Makes other changes.

Status: Arrived in House

Transportation Infrastructure

[HB2394](#) – **VEH CD-WEIGHT LIMIT EXEMPTION** (Rep. Benton/Sen. Cervantes)

Description: Amends the Illinois Vehicle Code. Provides that a vehicle or combination of vehicles operated by an engine fueled wholly or partially by an electric battery or hydrogen fuel cell electric fueling system may exceed the posted weight limits by up to 2,000 pounds. Provides that the total allowance is calculated by an amount that is equal to the difference between the weight of the vehicle attributable to the natural gas or propane or hydrogen gas tank, batteries, and fueling system carried by the vehicle, and the weight of a comparable diesel tank and fueling system.

Status: Arrived in Senate

[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 \$500,000,000 of contracts awarded on an annual basis. Provides that the Department may adjust the applicable monetary threshold on a yearly basis to reflect inflationary costs in highway construction as measured by the United States Department of Transportation in the National Highway Construction Cost Index or other similar index. Requires a notice of any change to that threshold to be published in the Illinois Transportation Bulletin. Removes language that provides that notwithstanding any other law, and as authority supplemental to its existing powers, the Department may use the Construction Manager/General Contractor project delivery method for up to 2 transportation facilities per year. Effective immediately.

Status: HB3177 arrived in Senate; SB2248 re-referred to Senate Assignments

[HB3438](#)/[SB1999](#) – **TRANSPORTATION-VARIOUS** (Rep. Andrade, Jr./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: HB3438 arrived in Senate; SB1999 re-referred to Senate Assignments

Transportation Safety

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

Description: Amends the Illinois Vehicle Code. Establishes that a municipality that operates an automated speed enforcement system shall set aside 3% 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: Arrived in Senate

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

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

Status: Arrived in Senate

[SB1497](#) – **VEH CD-SPEED ENFORCE SYSTEMS** (Sen. Murphy)

Description: Amends the Illinois Vehicle Code. In provisions concerning automated speed enforcement systems in safety zones, provides that such provisions apply to home rule municipalities with over 35,000 or more inhabitants in a county with a population of 3,000,000 or more. Effective immediately.

Status: 3rd Reading Deadline Established as May 9, 2025

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

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

Status: Arrived in House

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

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

Status: Arrived in House

Transportation Funding

[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: Committee Deadline Established As May 9, 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: Committee Deadline Established As May 9, 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: Committee Deadline Established As May 9, 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: Committee Deadline Established As May 9, 2025



CMAP Update

March 31, 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.

March 11th USDOT guidance on competitive award selections

What's Happening: On March 11, the Office of the Assistant Secretary for Transportation Policy circulated [internal guidance](#) on **competitive award selections** made after January 20, 2021 **that do not have fully obligated grant agreements in place**. The guidance notes that, "All competitive grant and cooperative agreement award selections must comply with current Administration priorities and Executive Orders (EO) that address energy, climate change, diversity and gender, and economic analysis, and other priorities." The guidance provides further that, "the focus of this review is to identify project scope and activities that are allocating funding to advance climate, equity, and other priorities counter to the Administration's Executive Orders." CMAP's understanding is that this review does not apply to member priority projects as these are congressionally directed.

The guidance outlines three steps for this review process:

1. **Program identification.** Award selections that contain any of the following elements are subject to review: "equity activities, Diversity, Equity, and Inclusion (DEI) activities, climate change activities, environmental justice (EJ) activities, gender-specific activities, when the primary purpose is bicycle infrastructure (i.e., recreational trails and shared-use paths, etc.), electric vehicles (EV), and EV charging infrastructure."
2. **Project-by-project review.** Programs that require further review shall have program teams examine each individual project to identify those award selections that have project scopes that include any of the project elements listed in Step 1.
3. **Project scope revision.** Following project review, project sponsors may be asked to update project scopes "eliminate flagged activities" or rescope their projects with "relevant elements that align with the program statute, the original scope of the application submission, and current Administration executive orders."

Why it matters: CMAP estimates there are several hundred million dollars in unobligated awards for projects in the northeastern Illinois region. The duration of this additional review is currently unknown,



which adds uncertainty to project timelines and letting schedules. There is potential for project costs to increase if funding subject to review is delayed for an extended period of time.

Should any projects need to be rescope as a result of this review, certain project components that may be removed from project scopes may require alternative funding sources to move forward.

USDOT rescission of Biden Administration IJA memoranda

What's Happening: On March 10th, USDOT [announced](#) the rescission of two memoranda from the previous administration titled, "Policy on Using Bipartisan Infrastructure Law Resources to Build a Better America." These memoranda provided an overarching policy framework for IJA implementation, outlining the administration's priorities for infrastructure spending. These include improving roadway safety, accelerating project delivery, addressing environmental impacts and improving the resiliency of the transportation system, and reconnecting communities.

Why it matters: These memoranda served as policy documents from the prior Administration and did not hold the force of law. Therefore, while the rescission of these memoranda have no immediate impacts on the region, it may impact the content of CMAPs deliverables and future discretionary grant NOFO criteria.

FY25 Continuing Resolution

What's Happening: On March 14th, Congress passed the Full-Year Continuing Appropriations and Extensions Act, 2025 ([H.R. 1968](#)), funding federal agencies through the remainder of Fiscal Year 2025 (FY25). Important highlights from the CR include an increase in some core formula funding to match IJA levels and possibly shifting more control of discretionary funding to federal agencies. The CR does not carry over congressional committee report language, meaning USDOT will determine program-level funding allocations. Agencies must submit spending plans to Congress within 45 days.

Additionally, this CR rescinds FY25 member priority projects, including \$2.76B in USDOT member priority projects. FY24 member priority projects are not impacted.

Why it matters: With the rescission of FY25 member priority projects, project proponents may need to consider alternative funding sources to replace this funding. While it remains uncertain whether member priority projects will be included in the FY26 budget process, on April 2, House Appropriation Committee Chair Cole released guidance for FY26 programmatic, language, and community project funding requests. At the time of this writing, guidance for the Transportation and Housing and Urban Development subcommittee has not yet been made available.

Meanwhile, Senator Duckworth's office has noted they are not accepting new applications for FY26 and will instead prioritize FY25 congressionally directed spending requests that had been approved by appropriations and were pending passage in the FY25 budget bill for potential submission.



Other:

As noted in a previous update, there are a number of other questions, concerns and issues that our partners have identified. CMAP continues to 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 on key developments that impact funding, policy, and compliance, including legal cases and other policy updates.

[3-25-25 The National Beat](#) — Stay informed with AMPO’s latest insights, including updates from federal agencies, Capitol Hill developments, and key national transportation news.

[3-28-25 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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