



CMAP BOARD

AGENDA - FINAL

Wednesday, April 9, 2025

9:30 AM

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

Members of the public who attend in-person can pre-register for a visitor's pass at info@cmap.illinois.gov until April 8 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/82410801918?pwd=LBh63lWlDzQ4linAzh4g2hlxfXbpCK.1>

Conference Call number: 312 626 6799 US (Chicago)

Meeting ID: 824 1080 1918 Passcode: 617525

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****2.01 Executive director's report****25-080****Attachments:** [Memo - Executive director report](#)**CONSENT AGENDA (Agenda items 3.01, 4.01 and 4.02)****3.0 Approval of Minutes****3.01 Minutes from February 12, 2025****25-079**

PURPOSE & ACTION: Review and approval of meeting minutes.

ACTION REQUESTED: Approval

Attachments: [02.12.25 CMAP Board Minutes - Draft](#)**4.0 Procurements and Contract Approvals****4.01 Authorization to enter into contract C-25-0082 with the University of Illinois for water supply planning outreach and education services for a term up to 24 months in an amount not to exceed \$237,000****25-073**

PURPOSE & ACTION: CMAP seeks authorization to enter into a sole-source contract with the Illinois-Indiana Sea Grant (IISG) program at the University of Illinois to support water supply planning education and outreach. CMAP and IISG are partners on a grant from the Illinois Department of Natural Resources (OWR447) to assist the Northwest Water Planning Alliance (NWPA) and host water education workshops to advance regional sustainability efforts. This contract builds on a proven collaboration and leverages IISG's unique subject matter expertise.

ACTION REQUESTED: Approval

Attachments: [Memo - UI IISG Water Supply Planning Outreach Justification](#)**4.02 Authorization to enter into contract C25-0086 with All Together as a result of RFP 336, for facilitation, engagement and event planning for a term up to 12-months, in an amount not to exceed \$272,800****25-097**

PURPOSE & ACTION: The Chicago Metropolitan Agency for Planning (CMAP) is seeking to enter into a contract with a consultant to support the creation of a regional vision that will be developed through coalition and trust-building with various stakeholders in Lake County.

ACTION REQUESTED: Approval

Attachments: [Memo - RFP 336 All Together Justification](#)
[Attachment 1 - Evaluation Criteria - RFP 336](#)

REGULAR AGENDA**5.0 Executive Session****5.01 Executive session to review closed session minutes pursuant to 5 ILCS 120/2 (c)(21) [25-074](#)**

PURPOSE & ACTION: Bi-annual review of closed session minutes.

ACTION REQUESTED: Information

5.02 Action on the recommendation by staff regarding closed session minutes [25-075](#)

PURPOSE & ACTION: The Board will consider staff's recommendation on the release of previously approved closed session meeting minutes.

ACTION REQUESTED: Approval

6.0 Information Items**6.01 Regional Transportation Plan (RTP) update [25-068](#)**

PURPOSE & ACTION: Presentation and overview of the Emerging Priorities report outlining the proposed goal areas for the 2026 RTP.

ACTION REQUESTED: Information

Attachments: [Memo - Emerging Priorities](#)
 [RTP Emerging Priorities Report](#)

6.02 Congestion Management Strategy update [25-069](#)

PURPOSE & ACTION: Presentation and overview of the Congestion Management Strategy and its connections to the Regional Transportation Plan.

ACTION REQUESTED: Information

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

6.03 Legislative update [25-070](#)

PURPOSE & ACTION: Update on state and federal action related to legislation of interest to the CMAP Board.

ACTION REQUESTED: Information

Attachments: [Memo - Legislative Update](#)
 [RPA Factsheet 3-10-2025](#)

7.0 Other Business**8.0 Public Comment**

9.0 Next Meeting

The next meeting is scheduled for May 14, 2025.

10.0 Adjournment



Chicago Metropolitan Agency for Planning

Agenda Item 2.01

433 West Van Buren Street
Suite 450
Chicago, IL 60607

312-454-0400
cmap.illinois.gov

MEMORANDUM

To: CMAP Board

From: Erin Aleman, Executive Director

Date: April 1, 2025

Subject: Executive Director's report

Action Requested: Information

Dear Board Members,

This report provides an update ahead of our April meeting with the goal of greater transparency to CMAP's work and to supplement the agenda.

Should you have questions regarding this report, please feel free to reach out to me.

Sincerely,

A handwritten signature in black ink, appearing to read 'Erin Aleman'.

Erin Aleman

MPO Policy Committee March meeting

The MPO Policy Committee met on March 13. We welcomed IDOT Secretary Gia Biagi as the new chair and provided updates on the Regional Transportation Plan and Congestion Management Strategy (which are also on the Board's April agenda).

Impact of recent executive orders on CMAP work and operations

This continues to be an evolving situation that requires assessment and adaptation.

CMAP recently 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.

As for the Safe Streets for All discretionary grant funds, the county safety action plans will be completed by June 2025 (end of the grant term). CMAP will continue to work with the counties to support their applications for implementation funds through the federal grant program.

At our upcoming quarterly meeting with the county board chairs, we plan to discuss the future of climate action planning for our region due to the certainty of Climate Pollution Reduction Grant funding.

We continue to closely monitor the situation and await written guidance from USDOT and other federal agencies; the legislative update memo in this agenda provides more detailed information on federal impacts. We will continue to monitor any changes, to keep you and our partners updated.

Modernizing Illinois' Sales Tax: A Pathway for a Sustainable Future report

A coalition of Illinois policy and civic leaders, including CMAP, released [Modernizing Illinois' Sales Tax: A Pathway for a Sustainable Future report](#), which outlines how the General Assembly can enact critical reforms today to secure a stronger fiscal future for Illinois.

The report outlines the history of how we got to this point, alongside a clear and compelling case for modernization, and a roadmap for how we get there. The roadmap includes options to expand the sales tax base to include more consumer services, address revenue shortfalls, and ensure sustainable funding for essential public services like public transit and education.

Annual call for projects for technical assistance

The annual call for projects for technical assistance closes April 4. This CMAP and RTA partnership helps communities plan for major capital projects, strengthen transportation connections, and makes it easier and safer for residents to navigate our region. We plan to announce the final list of awarded projects early this summer.

My Daily Travel Household Survey

From now until May, the last batch of invites are being mailed to select addresses across the region. To date, we have triple the number of survey responses we expected, but still want to keep momentum.

CMAP Communications & Engagement Social/newsletters metrics Q3 FY2025: January-March

	11 newsletters Topics including accessibility, regional economy, safety, transportation, and more
	18,473 Total unique newsletter opens
	106,224 social media impressions Across Instagram, LinkedIn, Facebook, and Threads
	61 mentions Media coverage covering topics like housing, safe travel, the transit fiscal cliff, climate, and more (see below for links)

CMAP Communications & Engagement

Engagement metrics

Q3 FY2025: January-March



44 events in 7 counties

Highlights included meetings with municipal partners for planning projects including ADA transition plans, and discussions with regional councils of governments and councils of mayors



3,300

Engagement HQ site visits

670

New contributions, with 20.3% of visitors contributing to projects

CMAP Q3FY25 media mentions

[Former House Speaker Kevin McCarthy to be featured at Barrington event](#), Daily Herald

[Lincolnshire joins program to increase affordable housing options; ‘We’re striving to meet that goal as best we can’](#), Lake County News Sun

[Smith Elected President, Morrison VP of TARTA Trustees](#), Tarta

[WGN Evening News - Report on road usage charges and congestion pricing](#), WGN TV

[Could congestion pricing help ease Chicago traffic?](#), WGN News

[How Argyle's Second Generation Hopes to Spark a Revival on the Block](#), Block Club Chicago

[Safe Travel for All Initiative: Help Improve Traffic Safety in West Chicago](#), City of West Chicago website

[“It Was Magnificent”: Illinois legislators take a learning tour of Berlin and Munich transit systems](#), Streets Blog Chicago

[Letters: CTA leaders should experience the transit system like riders do every day](#), Chicago Tribune

[Mark The Most Dangerous Streets In Your Community To Help Safety Plan](#), Illinois Patch

[RTA Chairman Kirk Dillard pitches ambitious ‘Transforming Transit’ initiative to Chicago stakeholders](#), Streetsblog Chicago

[RTA of Northern Illinois releases Transforming Transit](#), Mass Transit Magazine

[The best of biking in 2024: More suburbs are adopting bike, pedestrian transportation plans A look back at the year's good news](#), Daily Herald

[Mount Prospect pedestrian bridge still faces funding gap](#), Daily Herald

[Taxation, Representation, and Climate Migration](#), Brookings Institution

[Today In Culture, Wednesday, January 22, 2025: Jaleo and Hard Rock Closing | R.I.P. Rich Hein | 606 Extension Delayed](#), New City

[Causation versus prediction in travel mode choice modeling](#), NPJ Sustainable Mobility and Transport

[TCA Health Opens New Medical Clinic In Hegewisch, Chicago](#), TCA Health

[Chokshi, Hoefert Explain Why They Want Mount Prospect Mayoral Seat](#), Mount Prospect Journal

[COOK COUNTY TO HOST VIRTUAL TRAFFIC SAFETY IMPROVEMENT PROJECT OPEN HOUSE](#), State News Service

[Chicago and Illinois Remain Committed to Achieving Climate Goals Despite Threats to Federal Funding](#), Inside Climate News

[What’s Happening in Batavia](#), Shaw Local

[Sen. Ram Villalam on transit funding, and the recent research trip to Germany: “It really showcased how integrated public transit is possible.”](#), Streetsblog Chicago

[2025 Election Questionnaire: Donny Schmit, Fox Lake Village President](#), Shaw Local

[Pritzker must address multi-billion-dollar deficit amid federal funding uncertainty](#), Capitol News Illinois

[New IDOT crash data shows drop in traffic deaths but pedestrian fatalities spiking](#), Daily Herald

[Cook County, CMAP, and CDOT have teamed up on a Safety Action Plan to prevent traffic injuries and deaths](#), Streetsblog Chicago

[Five-term North Chicago mayor faces primary challenge](#), Lake County News

[Hundreds of vacant lots in Chicago to be sold after landlords’ bankruptcy, opening up opportunities for redevelopment](#), Chicago Tribune

[Two pedestrians hit by cars in Batavia this month](#), Chicago Tribune

[O’Hare vs. Midway: A Frequent Flyer’s Showdown](#), Boarding Area

[CMAP seeks public input for new regional transportation plan](#), Lake County Gazette

[What’s in, what’s out of revised Envision comprehensive plan](#), Evanston RoundTable

[CTA Red and Purple Line revamp](#), Axios

[Lawmakers grill mass transit leaders as clock ticks toward funding ‘cliff’](#), Capitol News

[Chicago Quantum Corridor Nourishes Neighborhood Transformation in AI World](#), Broadband Breakfast

[Ranking the top brokers on Chicago’s South Side](#), The Real Deal

[F.H. Paschen Breaks Ground on New Senior Apartments and Community Center in Leyden Township: 80-Units to offer “aging in place” for residents in West Suburban Cook County](#), M2 PressWire

[Lake Barrington invites public input on regional transportation plan](#), Lake County Gazette

[Labor has plan to fix Chicago area public transit, avoid 'fiscal cliff'](#), Chicago Sun-Times

[Ald. Yancy’s office knew for months about complaints regarding slumlord](#), The Crusader

[The RTA’s new Transit-Friendly Communities Guide offers encouragement for building equitable TOD in the ‘burbs](#), Streetsblog Chicago

[2025 Election Questionnaire: Mark Kownick, Mayor of Cary](#), Northwest Herald

[Will public employees ever come all the way back to the Loop?](#), The Real Deal

[Illinois considers tracking how much you drive — and making you pay by the mile](#), Chicago Sun-Times

[Diverging Approach: Six Degrees of Separation \(Part 2\)](#), The Yard Social Club

[Let's All Take a Few Minutes to Make Greater Ashburn's Streets Safer for All](#), Southwest Chicago Post

[Donald 'Donny' Schmit: 2025 candidate for Fox Lake village president](#), Daily Herald

[Chicago from the Air](#), WTTW

[Opinion: How can mass transit in Chicago and the burbs be saved?](#), Chicago Tribune

[Lots of pro-walk/bike/transit legislation may be up for a vote this spring in Springfield.](#)

[Lawmakers discuss why they're backing it.](#), StreetsBlog Chicago

[Civic Federation, CMAP, IEPI and CTBA all call for expanding sales tax to some services to raise \\$2 billion](#), Capitol Fax

[Civic groups step up calls for expanding Illinois sales tax to services](#), Crain's Chicago Business

[Illinois Exploring Self-Enforcing Roads](#), Roads & Bridges

[State Week: Education under Trump](#), NPR Illinois

[Taxes on haircuts and miles instead of gas? Amid transit crisis, new funding ideas spring up](#), Daily Herald

[Do Walkable Neighborhoods Boost Property Values?](#), The Broker List

[Illinois' current sales tax system does not reflect a modern economy](#), Daily Herald

[Transit reform, state funding's bumpy road](#), Chicago Sun-Times

[With Chicago's mass transit system on the fiscal precipice, what solutions are on the table?](#), Chicago Sun-Times



Chicago Metropolitan
Agency for Planning

433 West Van Buren Street
Suite 450
Chicago, IL 60607

312-454-0400
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CMAP BOARD

MEETING MINUTES - DRAFT

Wednesday, February 12, 2025

9:30 AM

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

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

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

<https://us06web.zoom.us/j/82410801918?pwd=LBh63IWIDzQ4linAzh4g2hlxfXbpCK.1>

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1.0 Call to Order and Introductions

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

Present: Gerald Bennett, Frank Beal, Jada Curry, Gary Grasso, Paul Hoefert, Nina Idemudia, John Noak, Richard Reinbold, Nancy Rotering, Joanna Ruiz, Carolyn Schofield, Anne Sheahan and Matthew Walsh

Absent: Matthew Brolley and John Roberson

Non-Voting: Kouros Mohammadian and Leanne Redden

Noting a physical quorum of the Board, Chair Bennett reported requests were received from Members Gary Grasso, Nina Idemudia, and John Noak to attend the meeting virtually in compliance with the Open Meetings Act. A vote is needed to approve their virtual attendance.

A motion was made by Member Richard Reinbold, seconded by Member Nancy Rotering, to approve the virtual participation of members. The motion carried by the following vote:

Aye: Gerald Bennett, Frank Beal, Jada Curry, Paul Hoefert, Richard Reinbold, Nancy Rotering, Joanna Ruiz, Carolyn Schofield, Anne Sheahan and Matthew Walsh

Absent: Matthew Brolley and John Roberson

Non-Voting: Kouros Mohammadian and Leanne Redden

Not Present: Gary Grasso, Nina Idemudia and John Noak

Staff present: Bill Barnes, Victoria Barrett, Vas Boykovskyy, Michael Brown, John Carpenter, Patrick Day, Kama Dobbs, Phoebe Downey, Jane Grover, Craig Heither, Jaemi Jackson, Natalie Kuriata, Aimee Lee, Tony Manno, Martin Menninger, Suzanne McCray, Elizabeth Scott, Jennie Vana, Blanca Vela-Schneider, Claire Williams

Others present: Garland Armstrong, Mary Sue Barrett, Eric Czarnota, Jon Paul Diipla, Drew Duffin, Brian Larsen, Jill Leary, John Paul Jones, Mike Klemens, Lauren Mattern, Brittany Matyas, Kevin McNally, Megan Miller, Matt Pasquini, Leslie Rauer, Erin Roberts, Vicky Smith, Joe Surdam, Daniel Thomas, Martha Trotter, Curtis Witek

2.0 Agenda Changes and Announcements

2.01 Executive director's report

[25-026](#)

Attachments: [Memo - Executive director report 1.12.25](#)

Erin Aleman, Executive Director, reported on the National Association of Regional Councils conference in Washington, DC. There was discussion regarding the impact of recent presidential executive orders. She reported that March 15 is the deadline for Congress to either pass a spending bill, continue the issue via resolution, or face a government shutdown. Director Aleman 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. Peers also expressed the desire to keep move local programs forward.

Director Aleman expressed appreciation to IDOT for its commitment in continuing to fund reimbursements, allowing work to resume with some exceptions. There continues to be uncertainty regarding the status of certain discretionary grants under the Infrastructure Investment and Jobs Act

(IJA). CMAP is a direct federal recipient of a discretionary federal grant that was awarded by USDOT for work on the Safety Streets for All (SS4A) Program. A recent executive order seeks to halt all discretionary grants in the IJA until it provides further review. CMAP is processing outstanding reimbursements for work on SS4A while awaiting further guidance.

The Climate Pollution Reduction Grant issued to the Metropolitan Mayors' Caucus with CMAP as a key technical partner is also paused under the executive order. CMAP is actively reviewing additional orders to assess broader impacts and awaits further guidance from the USDOT and FHWA on long-term implications.

As part of public engagement efforts in the Regional Transportation Plan (RTP) process, CMAP has created a questionnaire for the public to complete.

CMAP is once again partnering with the RTA on its annual call for projects for its Technical Assistance program. Communities can begin applying on Monday, March 10 through Friday, April 4, 2025.

The director's report also included information regarding the My Daily Travel household survey, an updated region's water demand forecast, and legislative updates. It was noted that Representative Will Davis filed House Bill (HB) 3784, appropriating \$2 million to CMAP to fulfill its obligations under the Regional Planning Act. Senator Ram Villivalam and Representative Marcus Evans, Jr. also filed another bill addressing the future of transit in northeastern Illinois in partnership with the Labor Alliance for Public Transit. It includes certain governance reforms and improvements to the region's transit system but also creates a Road User Charge (RUC) Advisory Committee to devise a structure for a RUC pilot program in Illinois.

The executive director's report was received and filed.

CONSENT AGENDA (Agenda Items 3.01 and 4.01)

Approval of the Group Vote

A motion was made by Member Nancy Rotering, seconded by Member Frank Beal, to approve agenda items 3.01 and 4.01 under the Consent Agenda. The motion carried by the following vote:

Aye: Gerald Bennett, Frank Beal, Jada Curry, Gary Grasso, Paul Hoefert, Nina Idemudia, John Noak, Richard Reinbold, Nancy Rotering, Joanna Ruiz, Carolyn Schofield, Anne Sheahan and Matthew Walsh

Absent: Matthew Brolley and John Roberson

Non-Voting: Kouros Mohammadian and Leanne Redden

3.0 Approval of Minutes

3.01 Minutes from January 13, 2025

[25-025](#)

Attachments: [CMAP Board 01.13.25 minutes](#)

Agenda items 3.01 and 4.01 were approved under the Consent Agenda.

4.0 Procurements and Contract Approvals

- 4.01 Authorization to enter into contract C-25-0081 with EcoInteractive, Inc., for ProjectTracker SaaS Statewide eTIP subscription for a term up to 60-months in an amount not to exceed \$2,963,900** [25-028](#)

Attachments: [Memo - Contract C25-0081 sole source](#)

Agenda items 3.01 and 4.01 were approved under the Consent Agenda.

REGULAR AGENDA

5.0 Items for Approval

- 5.01 Presentation of the FY 2024 financial audit** [25-023](#)

Attachments: [Memo - Financial Audit](#)
[Attachment 1: FY24 Final Audit and Single Audit](#)
[Attachment 2: FY24 Board Communication](#)

Erin Aleman, Executive Director, reported that the FY 2023 financial audit included a deficiency in internal control over the preparation of the schedule of expenditures of federal awards (SEFA). The finance team eliminated this deficiency in FY 2024 by making a series of improvements to its processes. The finance team continues to enhance its operations and has been converting to a new enterprise resource planning system to improve internal controls.

Martha Trotter, Principal at Sikich CPA, presented the FY 2024 financial audit and single audit report. Based on the audit, Sikich has issued a clean unmodified opinion, the highest level of assurance Sikich can provide. In addition to the clean unmodified opinion, Sikich can verify that the deficiency has been eliminated in the FY 2024 financial audit.

A motion was made by Member Paul Hoefert, seconded by Member Nancy Rotering, to accept and file the FY 2024 financial audit. The motion carried by the following roll call vote:

Aye: Gerald Bennett, Frank Beal, Jada Curry, Gary Grasso, Paul Hoefert, Nina Idemudia, John Noak, Richard Reinbold, Nancy Rotering, Joanna Ruiz, Carolyn Schofield, Anne Sheahan and Matthew Walsh

Absent: Matthew Brolley and John Roberson

Non-Voting: Kouros Mohammadian and Leanne Redden

- 5.02 Proposed FY 2026 CMAP budget and work plan** [25-027](#)

Attachments: [Memo - FY26 Comprehensive Budget and Work Plan](#)
[FY 2026 Draft CMAP proposed budget and regional work plan](#)

Erin Aleman, Executive Director, reported the FY 2026 budget and work plan is informed by the region's long-range plan, ON TO 2050. CMAP serves two roles: the region's federally designated metropolitan planning organization (MPO) and the state-authorized regional planning agency. She identified the responsibilities of both roles as outlined in federal and state laws. CMAP is limited by its current funding structure and is unable to meet some of the mandates in the state's Regional Planning Act (RPA). CMAP continues to push for legislation that would appropriate reliable funding to meet the mandate (RPA). Director Aleman reviewed how funding flows to CMAP and the region.

Vas Boykovskyy, Finance Deputy, reported that federal funding from the US Department of Transportation supports the Unified Work Program (UWP) and accounts for 74% of CMAP's total FY 2026 revenue. CMAP continues to look for sustainable revenue sources to match federal funds. UWP funding represents 64% of CMAP's annual budget. They are used for operating activities and contractual services that meet federal metropolitan planning requirements.

Deputy Boykovskyy highlighted items of note in the budget including a \$3 million allocation to the Corridor Development Office for the I-290/Blue Line project and eTIP data services and the elimination of \$1 million in the Ecopia program, noting that the program will not extend beyond FY 2025. Additionally, staff has anticipated less work on the Safe Streets for All (SS4A) and Americans with Disabilities Act (ADA) programs.

In order to diversity its funding streams, CMAP regularly applies for competitive grants to support complementary work. Other funding streams include funds from the MacArthur Foundation, Illinois Department of Natural Resources and Illinois Environmental Protection Agency, the US Environmental Protection Agency and the US Department of Energy for climate action planning.

The total FY 2026 UWP is \$34.25 million for transportation planning activities with \$27.4 million coming from federal partners and \$6.85 million coming from state and local matching funds. The total allocation of FY 2026 UWP sub-awards to external agencies is \$6.7 million and includes both core and competitive activities. This leaves \$27.4 million to be utilized by CMAP for MPO activities and operations.

Key activities in the work plan include the 2026 Regional Transportation Plan, Data Leadership program, and Transportation Safety Work.

Discussion ensued.

A motion was made by Member Nancy Rotering, seconded by Member John Noak, to approve the FY 2026 CMAP budget and work plan. The motion carried by the following roll call vote:

Aye: Gerald Bennett, Frank Beal, Jada Curry, Gary Grasso, Paul Hoefert, Nina Idemudia, John Noak, Richard Reinbold, Nancy Rotering, Joanna Ruiz, Carolyn Schofield, Anne Sheahan and Matthew Walsh

Absent: Matthew Brolley and John Roberson

Non-Voting: Kouros Mohammadian and Leanne Redden

5.03 Federal Performance Targets

[25-024](#)

Attachments: [Memo - Safety and Asset Condition Targets 2025](#)

Martin Menninger, Program Lead, and Victoria Barrett, Senior Planner, presented on highway asset condition and roadway safety targets.

In 2012, Congress restructured funding from several separate funds into the National Highway Performance Program (NHPP) of which IDOT receives more than half its funding. Flexibility on the use of funding is given when performance targets are met.

Federal law requires metropolitan planning organizations (MPOs) to set performance management

targets through a Transportation Performance Management (TPM) Program process. The TPM process consists of six measures: 1) identifying goals, 2) target setting, 3) performance-based planning, 4) performance based programming, 5) monitoring and adjustment, and 6) reporting and communication.

CMAP must consider highway condition and roadway safety as part of the federal target setting process. As part of the process, the state department of transportation adopts a four-year target and can adjust its targets at a midpoint cycle. Once the state's transportation department sets or adjust its statewide targets, MPO's have no more than 180 days to adopt their own targets or accept the state's targets.

IDOT adjusted its "% interstate pavements in good condition" and "% interstate pavements in poor condition" targets in the fall of 2024 as part of the highway management and asset condition midpoint adjustment target. This has prompted CMAP to review and adjust its targets. CMAP supports IDOT's targets and recommends accepting those targets.

Many of the region's bridges were constructed post-World War II and require additional maintenance or replacement. However, CMAP does recommend maintaining its past CMAP bridge targets.

Senior Planner Barrett presented the 2025 roadway safety performance targets required by the federal highway administration and are focused on five traffic safety performance measure targets. Targets set by IDOT for 2025 are based on a five-year rolling average of the most recent data available and, in this case, the most recent data uses 2022's five-year rolling average. The five traffic safety performance measure targets are: 1) annual rate of fatalities, 2) annual rate of serious injuries 3) fatality rate per 100 million vehicle miles traveled (VMT), 4) rate of serious injuries per 100 million VMT, and 5) combined non-motorized fatalities and serious injuries.

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

Discussion ensued.

A motion was made by Member Paul Hoefert, seconded by Member Nancy Rotering, to approve the Federal Performance Targets. The motion carried by the following vote:

Aye: Gerald Bennett, Frank Beal, Jada Curry, Gary Grasso, Paul Hoefert, Nina Idemudia, John Noak, Richard Reinbold, Nancy Rotering, Joanna Ruiz, Carolyn Schofield, Anne Sheahan and Matthew Walsh

Absent: Matthew Brolley and John Roberson

Non-Voting: Kouroos Mohammadian and Leanne Redden

6.0 Information Items

There were no information items.

7.0 Other Business

There was no other business to conduct.

8.0 Public Comment

Garland Armstrong, former Illinois resident, encouraged municipalities to make sidewalk upgrades to improve accessibility for those with mobility challenges.

9.0 Next Meeting

The next meeting is scheduled for March 12, 2025.

10.0 Adjournment

A motion was made by Member Nancy Rotering, seconded by Member Gary Grasso to adjourn the meeting. The motion carried by the following vote:

Aye: Gerald Bennett, Frank Beal, Jada Curry, Gary Grasso, Paul Hoefert, Nina Idemudia, John Noak, Richard Reinbold, Nancy Rotering, Joanna Ruiz, Carolyn Schofield, Anne Sheahan and Matthew Walsh

Absent: Matthew Brolley and John Roberson

Non-Voting: Kouros Mohammadian and Leanne Redden

The meeting was adjourned at 10:52 a.m.

Minutes prepared by Blanca Vela-Schneider



MEMORANDUM

To: CMAP Board

From: Bill Barnes, Deputy of Regional Policy and Implementation

Date: March 24, 2025

Subject: Authorization to enter into contract C-25-0082 with the University of Illinois for water supply planning outreach and education services for a term up to 24 months in an amount not to exceed \$237,000

Action Requested: Approval

Purpose

CMAP seeks authorization to enter into a sole-source contract with the Illinois-Indiana Sea Grant (IISG) program at the University of Illinois to support water supply planning education and outreach. CMAP and IISG are partners on a grant from the Illinois Department of Natural Resources (OWR447) to assist the Northwest Water Planning Alliance (NWWPA) and host water education workshops to advance regional sustainability efforts. This contract builds on a proven collaboration and leverages IISG's unique subject matter expertise.

Background

CMAP has led regional water supply planning for decades, frequently partnering with IISG to promote sustainable water use. Recent collaborations include updating the regional water demand forecast, exploring groundwater governance, and supporting NWWPA in developing a Water Supply Sustainability Plan (WSSP). These efforts are primarily funded by the Illinois Department of Natural Resources.

Under this new funding, CMAP and IISG propose two key projects:

1. **NWWPA Support** – Providing outreach and educational assistance for implementing the recently completed WSSP. IISG has been involved since the plan's inception in 2021 and served as a co-author, giving them critical insight into its implementation.
2. **Water Education Workshops** – Hosting workshops to advance sustainability efforts across the region. IISG's expertise in workshop design, facilitation, and evaluation—skills not available within CMAP—ensures effective programming aligned with CMAP's priorities.

Procurement Justification

IISG is uniquely suited for this contract due to its deep familiarity with the NWPA WSSP and expertise in water supply sustainability, outreach, and education. As a co-author of the WSSP and a technical advisor throughout its development, IISG possesses unmatched institutional knowledge. No other vendor has this level of direct involvement or expertise in water sustainability within the Chicago metropolitan region. IISG's longstanding collaboration with CMAP—spanning over 15 years—ensures alignment with regional strategies. Additionally, its specialized ability to design, facilitate, and evaluate sustainability workshops is not available within CMAP or widely offered by other organizations.

MEMORANDUM

To: CMAP Board

From: Stephane Phifer, Deputy of Planning

Date: March 28, 2025

Subject: Authorization to enter into contract C25-0086 with All Together as a result of RFP 336, for facilitation, engagement, and event planning for a term up to 12 months, in an amount not to exceed \$272,800.

Action Requested: Approval

Purpose

The Chicago Metropolitan Agency for Planning (CMAP) is seeking to enter into a contract with a consultant to support the creation of a regional vision that will be developed through coalition and trust-building with various stakeholders in Lake County.

Background

CMAP will work with Lake County government to develop a regional vision for affordable housing in Lake County. This regional vision will be developed through coalition and trust-building with various stakeholders within the county. The work for this project is anticipated to be completed within 12-months. The first 2-3 months of this project will focus on stakeholder identification and data collection. The information gathered during this timeframe will help establish a task force and a model of the housing ecosystem in Lake County. Once a task force is developed, members will participate in 5-8 workshops that address topics such as housing supply and demand, economic factors, policy regulations, infrastructure and services, development trends, and financial flows. These workshops will help identify obstacles and opportunities for expanding affordable housing across the county, as well as the resources needed to do so.

The task force's work will culminate in a highly publicized Lake County Housing Summit, where their findings and recommendations will be presented. During the summit there will be guest speakers, technical experts, and panel discussions. The goal of this summit is to gather a broad group of participants who will sign a non-binding resolution to take action. Potential signatories to include are government representatives, private sectors leaders, philanthropic organizations, and public sector partners. The momentum generated from this Summit will be crucial for moving the project into the implementation phase.

CMAP seeks to enter a contract with a consultant qualified and experienced in graphic design, focused group facilitation, stakeholder engagement and event planning. The consultant will be responsible for key tasks including, but not limited to, facilitating a task force workshops, designing branding materials, developing a marketing campaign, and organizing event.

Procurement process

A Request for Proposals (RFP) was circulated and posted on the CMAP website, CMAP hosted a non-mandatory virtual pre-bid meeting to provide an overview of and answer consultant questions.

The key dates were as follows:

RFP Advertisement/Release	Monday, March 3, 2025
Pre-bid Meeting (optional)	Monday, March 10, 2025, at 1:30pm Central Time
Deadline for Questions	Friday, March 14, 2025, by 3:00pm Central Time
Submission deadline	Wednesday, March 26, 2025, by 3:00pm Central Time

There were fourteen (14) attendees that joined the pre-bid meeting, representing a minimum of seven (7) unique consulting firms. CMAP received three (3) submissions. Of these submissions, CMAP deemed two (2) proposals to be valid and complete for review.

Evaluation

Proposals were reviewed by CMAP staff, who scored each proposal independently based on the evaluation criteria included in **Attachment 1**. The evaluation scores for each proposal are included in **Attachment 2**.

Following consideration of the proposals, the evaluation panel determined that All Together represented the strongest overall submittal based on the evaluation criteria. The approach proposed (in partnership with SB Friedman) reflected a high level of project understanding and context, with extensive details, including a detailed timeline of tasks, deliverables, and key project milestones that meets the project scope. All Together proposal includes a highly qualified team with a proven ability to create and execute innovative ideas, handle the logistic of the public events and contribute to the housing content.

The second proposal from Vegas Impact Group was competitive. The approach adequately reflected the CMAP core values and provided innovation in meeting facilitation. The proposal team provided minimal information in the resumes only indicating their capacity to adequately execute the scope. The relevant experience provided aligned with the expected tasks of this RFP. However, All Together provided multiple high-quality, relevant experience that aligned with the scope, subject matter content, and location of this project.

Recommendation for contractor selection

The evaluation panel recommends entering into a contract with All Together for a term of up to 12-months, not to exceed \$248,000, being the price proposal rounded to the nearest thousand. The board authorization request includes an additional 10% increase for a total authorization of \$272,800.00.

Attachment 1: Evaluation criteria

Attachment 2: Evaluation scores



ATTACHMENT 1: EVALUATION CRITERIA – RFP 336

CMAP evaluated all responses to this proposal request for completeness and cost-effectiveness. The evaluation criteria included:

- 1) **Project team and firm capability.** Demonstrated record of experience of the Consultant firm(s) and identified staff, verified by references, in providing the professional services described in the scope of services. Qualifications, experience, and availability of committed personnel and team member firms.
- 2) **Project approach and understanding.** Demonstrated understanding of the scope of services through the project approach to deliverables described; and a reasonable project schedule that meets the project goals. Respondents — including proposed teams of consultants — will be assessed on their qualifications to perform the core. This includes evaluation of the strength and innovativeness of the approach and any optional or additional enhancements.
- 3) **Integration of Core Values.** Demonstrated understanding and commitment to CMAP's [Core Values](#) through the project approach, alignment with the consultant's core values, and/or through the project examples.
- 4) **Project examples.** Verifiable examples of the Consultant firm(s) completing the same or similar deliverables through project examples.
- 5) **Past performance.** Prior performance on previous CMAP contracts. Vendors who are or have been seriously deficient in current or recent contract performance, in the absence of evidence to the contrary or circumstances properly beyond the control of the Vendor, shall be presumed to be unable to meet these requirements. Past unsatisfactory performance is sufficient to justify a finding of non-responsibility.

Selection was weighted and based on the following criteria:

Evaluation Criteria	Maximum Points
1) Project team and firm capability	20
2) Project approach and understanding of core activities in Tasks 0-4	25
3) Integration of Core Values	25
4) Project examples	30
5) Past performance	Responsible or non-responsible



ATTACHEMENT 2: EVALUATION SCORES

RFP 336: Lake County Coalition for Housing Solutions

Vendor Name:	Ranking	Price Proposal Amount	
All Together	1	\$	247,500.00
Vegas Impact Group	2	\$	299,300.00
3x3*	-	\$	-

*CMAP received a submission from 3x3. The application was deemed incomplete for not including project approach documentation. Therefore, the proposal was not evaluated for recommendation.



MEMORANDUM

To: CMAP Board

From: CMAP Staff

Date: April 2, 2025

Subject: 2026 Regional Transportation Plan Emerging Priorities Report

Action Requested: Information

Purpose

The development of the 2026 Regional Transportation Plan (RTP) follows a performance-based framework that helps to identify strategies to achieve regional priorities. This framework consists of four key elements – goals, objectives, performance measures, and strategies. The attached *Emerging Priorities* report serves to address the goals and objectives of the RTP and will be used to inform the policy discussions that are ultimately reflected in the final RTP. It represents a crucial first step in the RTP development process to build consensus around the outcomes the region wants to achieve.

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

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

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

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

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

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

Attachment 1: RTP Emerging Priorities Report

Emerging Priorities



2026 Regional Transportation Plan



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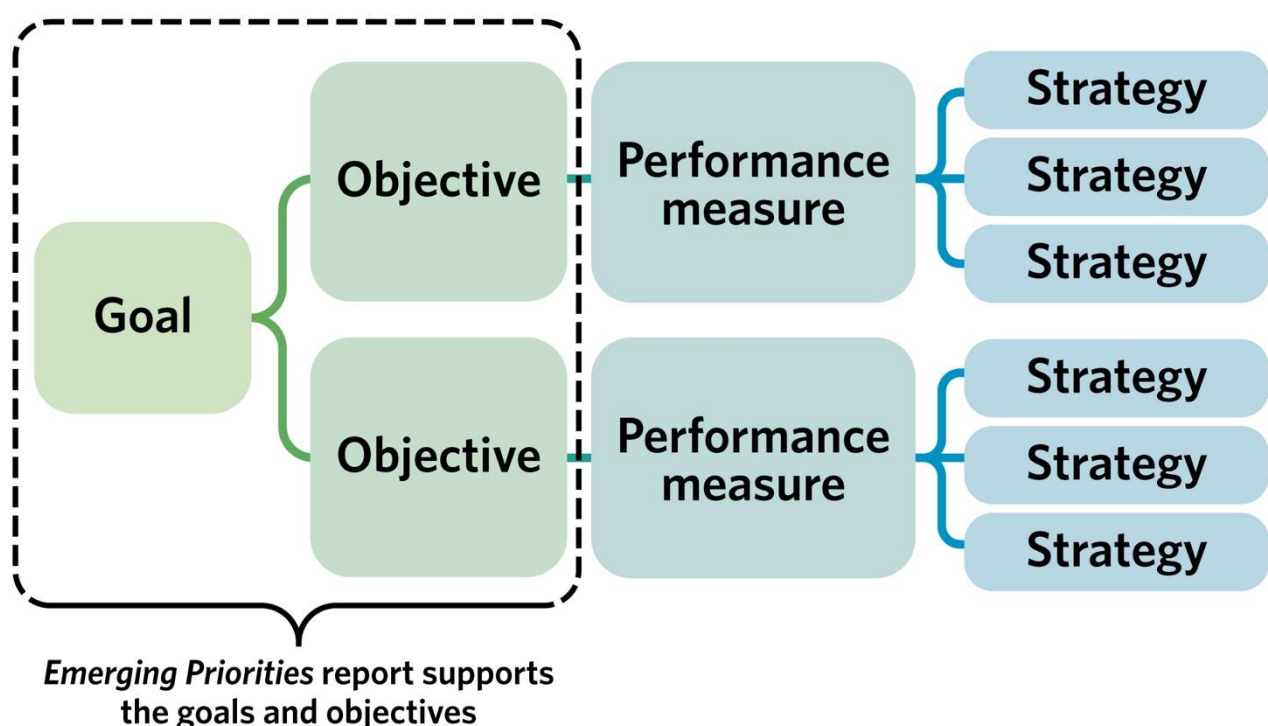
Introduction

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://transitistheanswer.org/>.

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

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

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

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

Improve incident detection and management

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

Expand multimodal access

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

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

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

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

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

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

Achieve universal ADA accessibility

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

Improving equity in transportation fees, fines, and fares

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.



Figure 2. The Safe System Approach, FHWA

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.

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

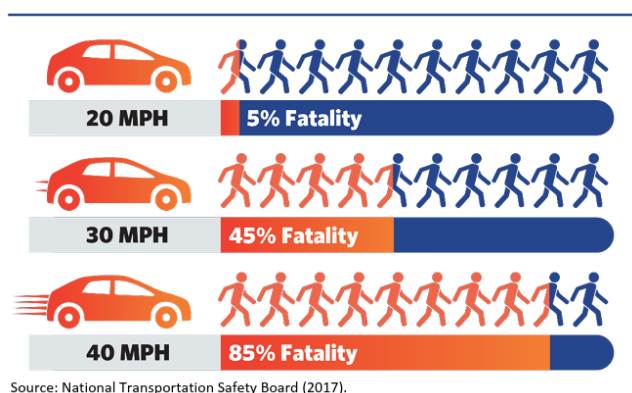


Figure 3. Higher speeds increase the likelihood of a pedestrian fatality, National Transportation Safety Board (2017)

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.

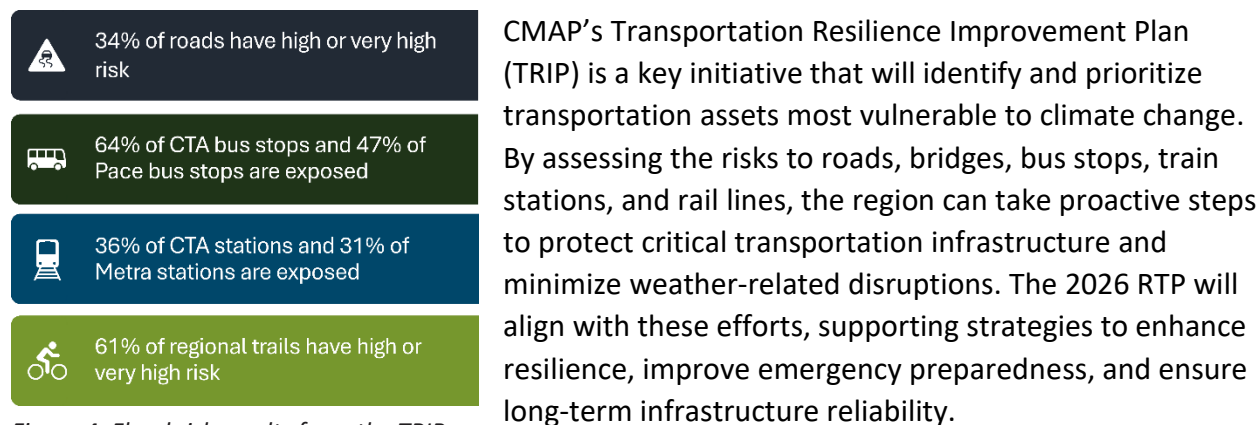


Figure 4. Flood risk results from the TRIP Risk-based Vulnerability Assessment.

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.

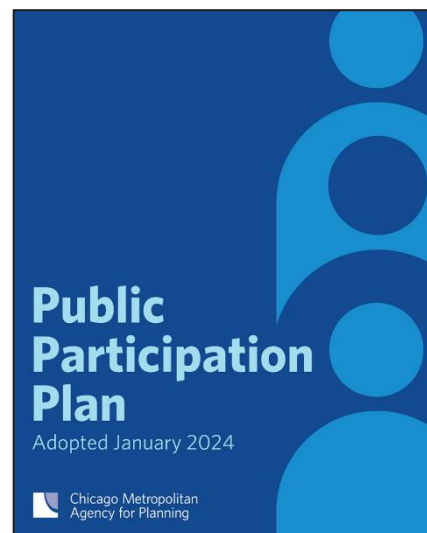
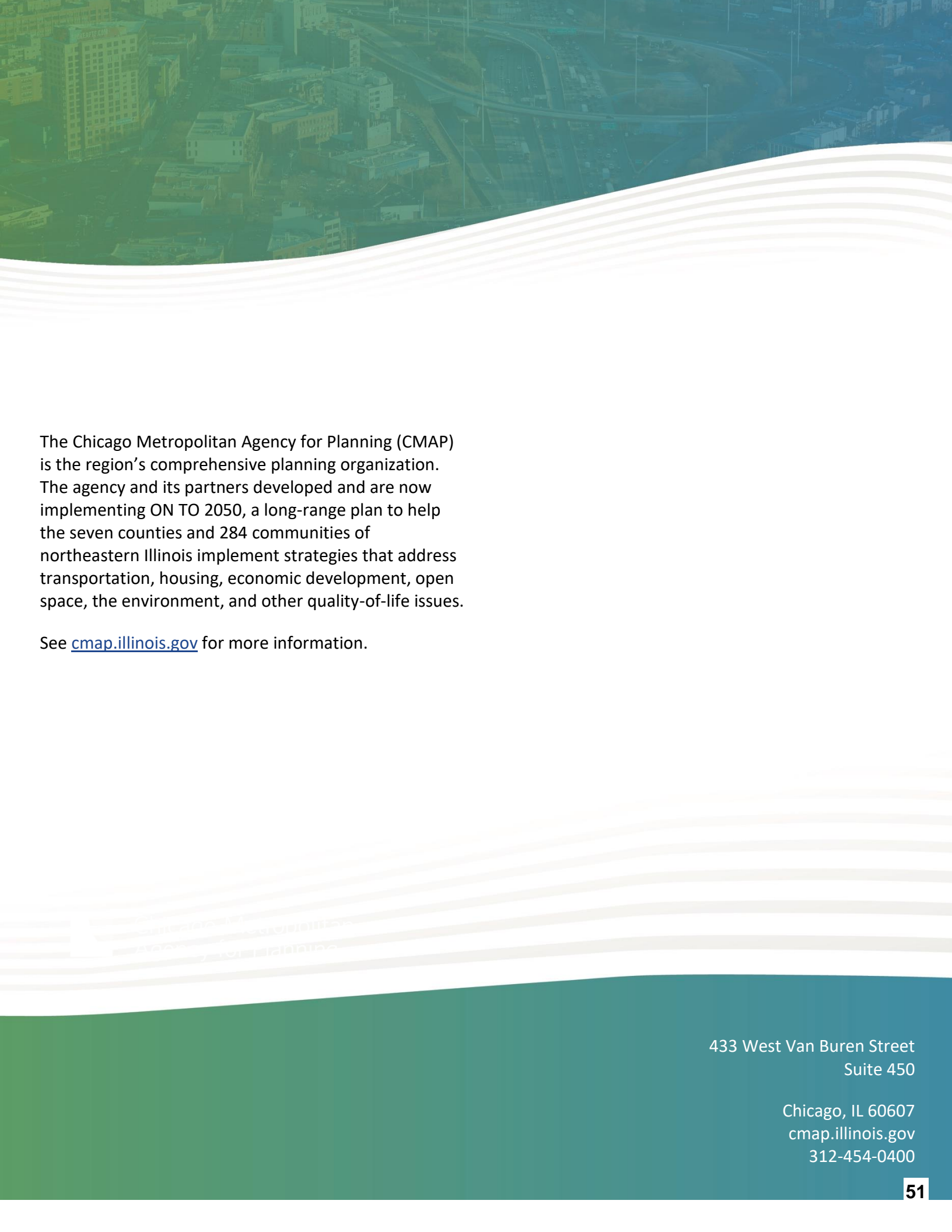


Figure 5. The 2026 RTP will advance and remain consistent with CMAP's recently updated Public Participation Plan.



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 Board

From: CMAP Staff

Date: April 2, 2025

Subject: Congestion Management Strategy update

Action Requested: Information

Purpose

CMAP staff will provide an overview of the Congestion Management Strategy (CMS), the current initiative to comprehensively update the region's Congestion Management Process (CMP). The CMP is a federally mandated metropolitan transportation planning activity, and the region's current CMP documentation dates back to 2013.

During the presentation, we will outline the required components of the CMP, review the scope of work of the current CMS effort in alignment with those required components, and describe anticipated next steps for the project.

Overview of federal Congestion Management Process requirements

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

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

- *Objectives, performance measures, and network:* Objectives establish the desired outcomes to be achieved through the process. These objectives should be consistent with the broader regional transportation planning goals. Performance measures define

¹ 23 CFR 450.322(a)

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

and describe congestion and help the region assess progress towards meeting the objectives over time. Finally, the network identifies the geographic area of application and system components to which the process applies.

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

Development of a Congestion Management Strategy

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

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

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

Next steps

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

³ For more information on the definition and regulations for the congestion management process, and to access federal guidance documents, see the FHWA webpage: https://ops.fhwa.dot.gov/plan4ops/focus_areas/cmp.htm



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MEMORANDUM

To: CMAP Board

From: CMAP Intergovernmental Affairs Staff

Date: March 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.

CMAP recently 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.

Surface Transportation Reauthorization

The next surface transportation reauthorization process is currently underway. Congressional committees have begun reauthorization hearings to engage with transportation implementers and stakeholders to discuss guiding principles and priorities for the next reauthorization bill. Several national advocacy organizations have also published legislative priorities and key recommendations to lawmakers.

CMAP staff is beginning a process to develop shared regional principles for the next reauthorization bill. Throughout this process, staff will collaborate with regional transportation implementers, advocacy groups, and other stakeholders. The final principles will be shared with the region's congressional delegation.

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.

The General Assembly is approaching key deadlines over the next two months. Both House and Senate have a third reading deadline on April 11. 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.

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. Bill sponsors, advocates, and opponents of the legislation were able to provide testimony

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. 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.

Representatives Martha Deuter, Suzanne Ness, and Anna Moeller are hosting transit legislative listening sessions in their respective districts this month and have invited CMAP to participate and present on the PART report. CMAP will attend these sessions as an opportunity to engage with local residents in the region and provide an overview of the report.

General legislative activity

On March 21, 2025, both the House and Senate reached the deadline for substantive bills to be reported out of committee. 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@cmmap.illinois.gov.

Bike and Pedestrian

HB2675 HA3 – VEH CD-BIKE TRAIL SIGNAGE (Rep. Moylan)

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

Status: Placed on House Calendar 2nd Reading on 3/19/2025

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

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

Status: Placed on Senate Calendar 2nd Reading on 3/19/2025

Transit Improvement

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

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

Status: HB1833 re-referred to Rules Committee on 3/21/2025; SB5 assigned to Senate Transportation on 3/4/2025

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 assigned to Senate Transportation on 3/21/2025

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

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

applications to applicants upon request. Provides that implementation of the grant program is subject to appropriation by the General Assembly.

Status: HB3630 re-referred to Rules Committee on 3/21/2025; SB1791 assigned to Senate Appropriations- Public Safety and Infrastructure on 3/12/2025

HB3094 – TRANSPORTATION BENEFIT PROGRAM (Rep. Mah)

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: Placed on House Calendar 2nd Reading on 3/13/2025

SB1388 – RTA ACT-REDUCED FARES (Sen. Simmons)

Description: Amends the Regional Transportation Authority Act. Provides that, by December 31, 2025, the Regional Transportation Authority, the Board of the Commuter Rail Division of the Authority, the Board of the Suburban Bus Division of the Authority, and the Board of the Chicago Transit Authority shall create a program to provide free rides to persons earning under 138% of the U.S. Department of Health and Human Services' poverty guidelines. Effective July 1, 2025.

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

Transportation Infrastructure

HB2394 HA1 – VEH CD-WEIGHT LIMIT EXEMPTION (Rep. Benton)

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. HA1 replaces everything after the enacting clause with the provisions of the introduced bill, and makes the following change. Restores language that 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: Placed on House Calendar 3rd Reading on 3/20/2025

HB3177/SB2248 – TRANSPORT INFRASTRUCTURE-DELIVERY (Rep. Olickal/Sen. Villivalam)

Description: Amends the Innovations for Transportation Infrastructure Act. Provides that the Department of Transportation or the Illinois State Toll Highway Authority may use the design-build project delivery method for transportation facilities if the capital costs for transportation facilities delivered utilizing the design-build project delivery method or Construction Manager/General Contractor project delivery method or Alternative Technical Concepts in a design-bid-build project delivery method do not for transportation facilities delivered by the Department, exceed the value of 20% of the projects annually programmed in (rather than \$400 million of contracts awarded during) the Department's multi-year highway improvement program on an annual basis (rather than for any 5-year period). Removes language that provides that notwithstanding any other law, and as authority supplemental to its existing powers, the Department may use the Construction Manager/General Contractor project delivery method for up to 2 transportation facilities per year. Effective immediately.

Status: HB3177 placed on House Calendar 2nd Reading on 3/19/2025; SB2248 assigned to Senate Procurement Subcommittee on 3/19/2025

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 placed on House Calendar 2nd Reading on 3/19/2025; SB1999 placed on Senate Calendar 3rd Reading on 3/19/2025

SB2248 – TRANSPORT INFRASTRUCTURE-DELIVERY (Sen. Villivalam)

Description: Amends the Innovations for Transportation Infrastructure Act. Provides that the Department of Transportation or the Illinois State Toll Highway Authority may use the design-build project delivery method for transportation facilities if the capital costs for transportation facilities delivered utilizing the design-build project delivery method or Construction Manager/General Contractor project delivery method or Alternative Technical Concepts in a design-bid-build project delivery method do not for transportation facilities delivered by the Department, exceed the value of 20% of the projects annually programmed in (rather than \$400 million of contracts awarded during) the Department's multi-year highway improvement program on an annual basis (rather than for any 5-year period). Removes language that provides that notwithstanding any other law, and as authority supplemental to its existing powers, the Department may use the Construction Manager/General Contractor project delivery method for up to 2 transportation facilities per year. Effective immediately.

Status: Assigned to Senate Procurement Subcommittee on 3/19/2025

Transportation Safety

HB2461 – VEH CD-SPEED CAMERA REVENUE (Rep. Andrade, Jr.)

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

Status: Placed on House Calendar 2nd Reading on 3/19/2025

HB2983 – TRANSPORTATION-VARIOUS (Rep. Vella)

Description: Amends the Illinois Vehicle Code. Requires the Secretary of State to include information advising drivers of the laws and best practices for safely sharing the roadway with bicyclists and pedestrians in the Illinois Rules of the Road Publication. Provides that an applicant for a school bus driver permit or commercial driver's license with a school bus driver endorsement is not required to pass a written test if the applicant holds a valid commercial driver's license or a commercial driver's license that expired in the preceding 30 days issued by another state with a school bus and passenger endorsements. Requires all driver education courses to include information advising drivers of the laws and best practices for safely sharing the roadway with bicyclists and pedestrians. Provides that the examination to test an applicant's ability to read and understand official traffic control devices and knowledge of safe driving practices and traffic laws may be administered at a Secretary of State facility, remotely via the Internet, or in a manner otherwise specified by the Secretary of State by administrative rule. Allows the Secretary to destroy a driving record created 20 or more years ago for a person who was convicted of an offense and who did not have an Illinois driver's license if the record no longer contains

any convictions or withdrawal of driving privileges due to the convictions. Provides that the application for an instructor for a driving school must be accompanied by a medical examination report completed by a competent medical examiner (rather than a competent physician). Provides that the restricted commercial driver's license issued for farm-related service industries may be available for periods not to exceed a total of 210 (rather than 180) days in any 12-month period. Removes some of the duration limitations for suspended licenses. Provides that the traffic-control signals also apply to bicyclists. Restricts a person from driving a motor vehicle on a bicycle lane, trail, or path designated by an official sign or marking for the exclusive use of bicycles or pedestrians. Makes other changes. Amends the School Code to make a conforming change. Effective immediately.

Status: Placed on House Calendar 2nd Reading on 3/20/2025

[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: Placed on Senate Calendar 3rd Reading on 2/27/2025

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

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

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

[SB1559 SA1](#) – **IDOT-TRAFFIC STUDIES** (Sen. Feigenholtz)

Description: SA1 amends the Department of Transportation Law of the Civil Administrative Code of Illinois. Requires the Department of Transportation to conduct a traffic study following the occurrence of any crash involving a pedestrian fatality that occurs at an intersection of a State or municipal highway. Sets forth the meeting agendas for State and municipal government departments of transportation if a memorandum of understanding exists between the State and municipal departments of transportation and that memorandum of understanding requires that the 2 bodies meet monthly or regularly. Provides that the Department shall conduct a timely analysis of each fatal traffic crash that occurs on a State or municipal highway that is reported to the Illinois State Police or a local law enforcement agency. Provides that the Department shall conduct periodic analyses to identify trends, patterns, and correlations associated with traffic crashes. Provides that based on its analyses, the Department shall identify potential actions to increase traffic safety. Provides that when appropriate, the Department shall include estimates for the cost of implementation and potential funding options in its identification of such potential actions. Provides that in conducting analyses and in identifying potential actions, the Department shall coordinate with any other department, agency, or organization deemed relevant by the Department. Requires each department of transportation to make the reports of the analysis and the results of the study available to the public upon request.

Status: Placed on Senate Calendar 2nd Reading on 3/19/2025

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

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

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

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

SB1608 – CARGO TRANSPORT ACT (Sen. Ventura)

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

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

SB1805 – REVENUE-ELECTRIC VEHICLES (Sen. Villivalam)

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

Status: Assigned to Senate Revenue on 3/12/2025

Regional Economy

HB2757 – REVITALIZE DOWNTOWN CHICAGO (Rep. Du Buclet)

Description: Creates the Chicago Downtown Revitalization Task Force Act. Includes legislative findings. Creates the Chicago Downtown Revitalization Task Force. Includes provisions on Task Force membership, meetings, compensation, and administrative support. Requires the Task Force to (1) conduct an analysis of all taxes and economic incentives, monetary or otherwise, that impact downtown Chicago, including analyzing all taxes and incentives levied or administered directly by the State of Illinois as well as those authorized by State law but are implemented by units of local government, including the City of Chicago; (2) research and review trends impacting downtown Chicago, including, but not limited to, population growth, office occupancy rates, commercial office vacancy and valuation figures, retail sales, restaurant sales, hotel occupancy rates, and cultural event attendance; (3) examine national best practices in the area of post-pandemic revitalization of large urban centers and consider the applicability of such policies to downtown Chicago; (4) assess existing and potential industry clusters based on current and anticipated trends to consider policy solutions that may optimize the marketability and overall appeal of downtown Chicago to potential growth sectors; and (5) make recommendations regarding changes to existing policy or the implementation of new policies to enhance economic activity in and increase the overall vitality of downtown Chicago. Requires the Task Force to submit a report no

later than 12 months after the effective date of the Act and periodically thereafter. Dissolves the Task Force 5 years after the effective date of the Act. Repeals the Act on January 1, 2032.

Status: Placed on House Calendar 2nd Reading on 3/20/2025

HB3091 – DCEO-REGIONAL MANUFACTURING (Rep. Ness)

Description: Amends the Department of Commerce and Economic Opportunity Law of the Civil Administrative Code of Illinois. Provides that the Department of Commerce and Economic Opportunity shall develop a program of technical assistance in support of regional manufacturing partnerships. Provides that the program shall include a collaboration with: (1) employer associations representing manufacturers; (2) secondary and postsecondary educational institutions, including public universities and community colleges; and (3) workforce stakeholders, including local workforce innovation boards and local workforce innovation area.

Status: Placed on House Calendar 3rd Reading on 3/25/2025

SB2344 – STATEWIDE INNOVATION DEVELOP (Sen. Stadelman)

Description: Creates the Statewide Innovation Development and Economy Act. Provides that the purpose of the Act is to promote, stimulate, and develop the general and economic welfare of the State of Illinois and its communities and to assist in the development and redevelopment of major tourism, entertainment, retail, and related projects within eligible areas of the State, thereby creating new jobs, stimulating significant capital investment, and promoting the general welfare of the citizens of this State, by authorizing municipalities and counties to issue sales tax and revenue (STAR) bonds for the financing of STAR bond projects and to otherwise exercise the powers and authorities granted to municipalities to provide incentives to create new job opportunities and to promote major tourism, entertainment, retail, and related projects within the State. Provides that the Office of the Governor, in consultation with the Department of Commerce and Economic Opportunity, shall have final approval of all STAR bond districts and STAR bond projects established under this Act, which may be established throughout the 10 Economic Development Regions in the State as established by the Department of Commerce and Economic Opportunity. Provides that regardless of the number of STAR bond districts established within any Economic Development Region, only one STAR bond project may be approved in each of the 10 Regions, excluding projects located in STAR bond districts established under the Innovation Development and Economy Act. Provides that each STAR bond district in which a STAR bonds project has been approved may only receive 50% of the total development costs up to \$75,000,000 in State sales tax increment. Provides that a STAR bond district under the Act may not be located either entirely or partially inside of a municipality with a population in excess of 2,000,000. Effective immediately.

Status: Assigned to Senate Revenue on 3/4/2205

Climate Mitigation & Resiliency

HB2419 – EPA-LOCAL SITING REVIEW (Rep. Hirschauer)

Description: Amends the Environmental Protection Act. Provides that, when determining whether certain local siting review criteria have been met, the county board of the county or the governing body of the municipality, as applicable, shall consider, among other things, vehicle emissions and the potential cumulative impacts created by the addition of the facility to the existing pollution sources, the disparate impacts created by the addition of the facility to existing pollution sources, and the potential disparate impacts on nearby communities. Requires the local siting decisions of the Pollution Control Board to include a written statement describing whether the procedures were conducted by the county board or governing body in a manner that is accessible to the public, including individuals with disabilities and individuals who are not native speakers of English.

Status: Placed on House Calendar 2nd Reading on 3/12/2025

HB3374 – ENERGY EFFICIENCY-EXT REPEAL (Rep. Mussman)

Description: Amends the Renewable Energy, Energy Efficiency, and Coal Resources Development Law of 1997. Extends the repeal of the Act until December 31, 2030. Effective immediately.

Status: Placed on House Calendar 2nd Reading on 3/21/2025

HB3650 HA1 – UTIL-2050 HEAT DECARBONIZATION (Rep. Lilly)

Description: Amends the Energy Transition Act. Adds electrification industries to clean energy jobs. Amends the Public Utilities Act. Provides that a gas utility may cease providing service if the Illinois Commerce Commission determines that adequate substitute service is available at a reasonable cost to support the existing end uses of the affected utility customers. Provides for cost-effective energy efficiency measures for natural gas utilities that supersede existing provisions concerning natural gas energy efficiency programs and take effect beginning January 1, 2025. Provides that gas main and gas service extension policies shall be based on the principle that the full incremental cost associated with new development and growth shall be borne by the customers that cause those incremental costs. Provides that, no later than 60 days after the effective date of the amendatory Act, the Commission shall initiate a docketed rulemaking reviewing each gas public utility tariff that provides for gas main and gas service extensions without additional charge to new customers in excess of the default extensions as specified in administrative rule. Adds the Clean Building Heating Law Article to the Act, with provisions concerning emissions standards for heating in buildings, as well as related and other provisions. Adds the 2050 Heat Decarbonization Standard Article to the Act, with provisions concerning options for compliance, measures for customer emission reduction, customer emission reductions, tradable clean heat credits, banking of emission reductions, equity in emission reductions, enforcement, the 2050 Heat Decarbonization Pathways Study, gas infrastructure planning, a study on gas utility financial incentive reform, and reporting requirements. Adds the Statewide Navigator Program Law Article to the Act, with provisions concerning creation of a statewide navigator program, as well as related and other provisions. Effective immediately. HA1 Removes provisions concerning the Energy Transition Act. Removes provisions in the Public Utilities Act concerning findings and intent; Commission methodologies and metrics; fixed charges; duties of public utilities; gas energy efficiency; the consideration of gas main and gas service extension costs; the consideration of attorney and expert compensation as an expense and intervenor compensation fund; tariffed gas main and gas service extension provisions; nondiscrimination; independent gas system assessment; the phase-out of gas fixed charges; and the Equitable Energy Upgrade Program. Removes the Clean Building Heating Article and the Heat Decarbonization Standard Article of the Public Utilities Act. Effective immediately.

Status: Placed on House Calendar 3rd Reading on 3/25/2025

SB1307 – EPA-ENVIRONMENTAL JUSTICE (Sen. Villanueva)

Description: Amends the Environmental Protection Act. Requires the Environmental Protection Agency to annually review and update the underlying data for, and use of, indicators used to determine whether a community is designated as an environmental justice community and to establish a process by which communities not designated as environmental justice communities may petition for such a designation. Provides that an applicant for a permit for the construction of a new source that will become a major source subject to the Clean Air Act Permit Program to be located in an environmental justice community or a new source that has or will require a federally enforceable State operating permit and that will be located in an environmental justice community must conduct a public meeting prior to submission of the permit application and must submit with the permit application an environmental justice assessment identifying the potential environmental and health impacts to the area associated with the proposed project. Provides requirements for the environmental justice assessment. Contains provisions regarding public participation requirements for permitting transactions in an environmental justice community. Provides that, if the Agency grants a permit to construct, modify, or operate a facility that emits air pollutants and is classified as a minor source, a third party

may petition the Pollution Control Board for a hearing to contest the issuance of the permit. Contains provisions regarding environmental justice grievances. Defines terms. Contains other provisions.

Status: Assigned to Senate Energy and Conservation on 3/20/2025

SB2311 – FLOOD CONTROL-FLOOD PLAN (Sen. Ellman)

Description: Amends the Flood Control Act of 1945. Requires, not later than July 1, 2026 and before the end of each successive 5-year period after that date, the Department of Natural Resources to prepare and adopt a comprehensive State flood. Provides that the State flood plan must: (1) provide for orderly preparation for and response to flood conditions to protect against the loss of life and property; (2) be a guide to State and local flood control policy; and (3) contribute to water development where possible. Provides that the Department shall adopt guidance principles for the State flood plan that reflect the public interest of the entire State. Requires the Department to: (1) designate flood planning regions corresponding to each river basin; (2) provide technical and financial assistance to the flood planning groups; and (3) adopt guidance principles for the regional flood plans, including procedures for amending adopted plans. Requires the Department to prepare and adopt a plan describing the repair and maintenance needs of flood control dams and prepare and adopt a new plan before the end of the 10th year following the adoption of a plan. Creates the State Flood Plan Implementation Advisory Committee to review the overall operation, function, and structure of the State flood plan and rules adopted by the Department to implement the State flood plan.

Status: Placed on Senate Calendar 2nd Reading on 3/20/2025

Water Resources Management

HB1175 HA1 – EPA-GREAT LAKES CCR PROTECTION (Rep. Mayfield)

Description: Amends the Environmental Protection Act. Provides that owners and operators of CCR surface impoundments at electric generating plants that are bordering Lake Michigan shall close the CCR surface impoundment by removal by off-site disposal, pursuant to specified provisions and requirements. In additional provisions, requires an owner or operator to remove from his or her site, for off-site disposal, all CCR generated by a facility that is not disposed of, treated, stored, or abandoned in a CCR surface impoundment, and remediate all soil and groundwater impacted by that CCR, in accordance with specified requirements. Requires owners or operators to submit specified plans and reports to the Environmental Protection Agency. Provides that an owner or operator shall post with the Agency a performance bond or other security for the purpose of ensuring removal and remediation in accordance with the provisions. Provides that the Agency may enter into such contracts and agreements as it deems necessary to carry out the purposes of the provisions. Provides that neither the State, nor the Director of the Agency, nor any State employee shall be liable for any damages or injuries arising out of or resulting from any action taken under the provisions. Contains other provisions. Contains a severability provision. Effective immediately. HA1 makes a technical correction.

Status: Placed on House Calendar 2nd Reading on 3/5/2025

HB2891 – WATER COMMISSION-CONSTRUCTION (Rep. Costa Howard)

Description: Amends the Water Commission Act of 1985. Provides that a commission may not receive more than \$10,000 per year in compensation (currently a commission may not receive more than \$10,000 per year in compensation except that no commissioner who is a member of the governing board or an officer or employee of the county or any unit of local government within the county may receive any compensation for serving as a commissioner). Allows a commission to use alternate project delivery methods, establish goals or requirements for the procurement of goods and services and for construction contracts, and accept assignment of municipal waterworks system contracts or other public improvement contracts. Gives commissions the authority to enter into design-build contracts and use a design-build delivery system. Includes definitions and requirements for the design-build delivery system. Amends the Illinois Municipal Code. Provides that a water commission may construct water

transmission and distribution lines within a radius of 50 miles (rather than 25 miles) outside the corporate limits of member municipalities for the purpose of furnishing water to any additional entities which contract with the commission for a supply of water.

Status: Placed on House Calendar 2nd Reading on 3/19/2025

HB2995 HA1 – EPA-PFAS WASTEWATER (Rep. Rashid)

Description: Creates the PFAS Wastewater Citizen Protection Act. Creates the PFAS Wastewater Citizen Protection Committee for specific purposes. Provides that the Committee shall submit a PFAS Action Plan to the Governor's Office, the General Assembly, and the Environmental Protection Agency no later than one year after the effective date of the Act. Provides that the Committee shall continue to periodically meet and shall annually update the PFAS Action Plan and submit annual reports with certain requirements. Provides for membership of the Committee. Provides that the Prairie Research Institute's Illinois Sustainable Technology Center shall provide technical assistance to the Committee. Makes findings and declares policy. Defines terms. Provides that the Act is repealed on December 31, 2044. Effective immediately. HA1 defines "wasterwater agencies" and adds one representative of a public utility that provides water and wastewater services in the state to PFAS Wastewater Citizen Protection Committee.

Status: Placed on House Calendar 2nd Reading on 3/12/2025

SB2401 – WETLANDS PROTECTION ACT (Sen. Ellman)

Description: Creates the Wetlands Protection Act. Provides that no person may discharge dredged or fill material into a State jurisdictional wetland except with a permit issued by the Department of Natural Resources. Exempts certain activities from the requirements of the Act. Sets forth procedures for individual permit applications and other related procedural requirements. Provides that the Department shall not issue an individual permit unless the Environmental Protection Agency certifies to the Department that there will not be a violation of State water quality standards. Provides that the Department may issue an after-the-fact permit in certain emergency circumstances. Sets forth financial assurance requirements. Authorizes the Department to adopt general permits under the Act. Provides that any person who intends to conduct a regulated activity may do so in accordance with a general permit issued by the Department, which pre-authorizes a category of activities with minimal adverse effects. Provides procedures and requirements regarding preconstruction notifications. Provides that certain entities may establish and operate a mitigation bank or in lieu fee program. Describes procedures and requirements for mitigation banks. Grants the Department rulemaking powers. Provides that the Department shall prepare certain reports and studies. Provides for the review of final decisions of the Department. Provides for investigations by the Department and enforcement by a State's Attorney or the Attorney General. Provides for a civil penalty not to exceed \$10,000 per day of violation, with interest after judgment, and with certain costs, fees, and expenses, payable to the Wetlands Protection Fund. Provides that any person may file a complaint with the Illinois Pollution Control Board concerning a violation of the Act, a rule adopted under the Act, a condition of a permit issued under the Act, or an order of the Pollution Control Board issued under the Act. Provides for county and special district stormwater program authorities to control or regulate activities in any wetlands within their jurisdiction. Establishes the Wetlands Protection Fund. Provides that a permit review fee for all permit applications is to be set by the Department by rule. Makes corresponding changes to the State Finance Act. Makes findings. Defines terms. Effective immediately.

Status: Placed on Senate Calendar 2nd Reading on 3/20/2025



Strengthen Communities

Realize the potential of the Regional Planning Act

HB3784 House Sponsors:

William “Will” Davis, Dan Ugaste, Debbie Meyers-Martin, Elizabeth “Lisa” Hernandez, Robert “Bob” Rita, Eva-Dina Delgado, Anthony DeLuca, Martin J. Moylan, and Brad Stephens

Strengthen communities, invest in CMAP

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

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

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

Communities face unmet needs

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

CMAP responds to the call

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

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

Expand funding to support community needs

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

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

CMAP's levers: what we do



Plan regionally and locally

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



Influence change

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

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



Invest strategically

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

Questions?

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Visit cmap.illinois.gov for more information



Chicago Metropolitan
Agency for Planning